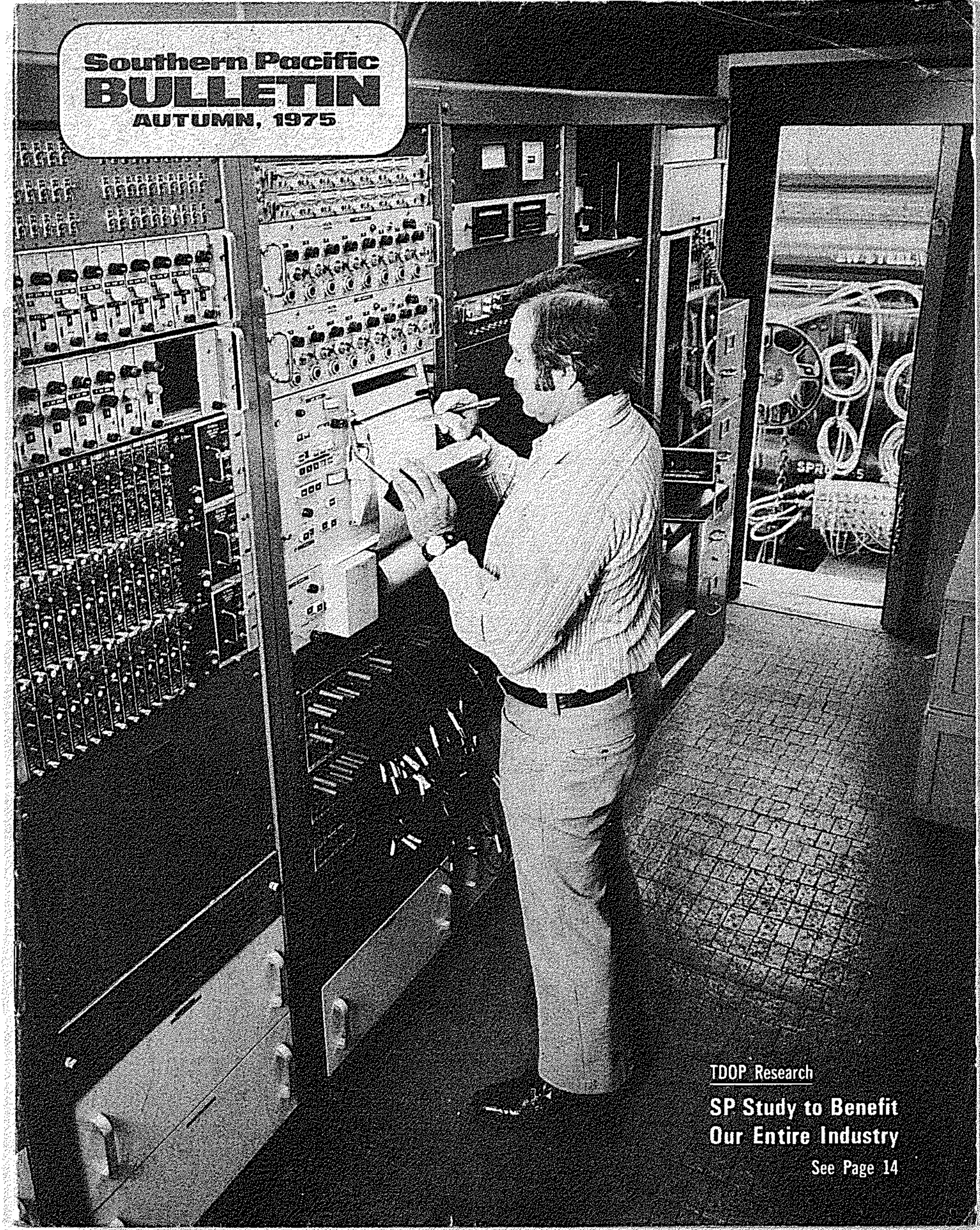
Southern Pacific BULLETIN

AUTUMN, 1975



TDOP Research

SP Study to Benefit Our Entire Industry

See Page 14

Steel Is Rising

Foundation work is nearing completion and steel is beginning to rise on the 1200-room Hilton Hotel which is part of Phase I of the International Rivercenter project at New Orleans, due for completion in late 1977. Phase I, to cost about $80 million, will also include a retail commercial area, a tennis complex, a parking garage and an ocean liner passenger terminal. Subsequent phases of the project will include office and commercial buildings and condominiums for a total of about $250 million. Partners in the project are SP Development Co., the Hilton Hotels Corp., L&N Investment Corp., Coleman Development Co., Inc., and Lester E. Kabacoff.

For Cleaner Air

Vapor recovery units are being installed by SP Pipe Lines at the tank truck loading racks of its terminals at Bradshaw (near Sacramento), Chico and Fresno. The three new units will cost a total of about $2 million. Like the vapor recovery units at six other terminals, these will prevent vapors from escaping into the atmosphere during truck loading operations. The system processes the vapors and condenses them back into gasoline. The three new units are of the latest type, which do not require vapor holding tanks. The vapors circulate through a refrigeration system where they are cooled to minus 100° and reliquified in the process.

COVER

Checking progress of freight car truck performance test aboard SP's special instrument car is Test Engineer R. E. (Earl) Thomas. Story on TDOP research project appears on pages 14-15.

New Train

SP, the UP and the C&NW have teamed up to inaugurate a new, high-speed TOFC/COFC train with a 50-hour schedule from Chicago to San Francisco Bay Area. San Francisco trailers requiring midnight unloading at forwarder warehouses are "picked off" by crane or packer during a brief stop at our Oakland Intermodal Center and trucked over the Bay Bridge. Then the train proceeds around the Bay with the remaining San Francisco trailers for scheduled arrival at 11:59 p.m.

Geothermal Brine Testing

A new brine-handling system is being tested around-the-clock at the Imperial Valley's known geothermal resource area, about eight miles west of Niland, Calif. The testing, which began in August and will continue through October, is part of a research and development program being conducted by Phillips Petroleum, Southern Pacific Land and Southern California Edison companies. Its overall goal is to develop a method of using hot geothermal brines found in the area for electric power generation and as a source of minerals. The test program is divided into three major parts: power generation, mineral extraction and reservoir assessment. It is expected to require about two years and nearly $5 million to complete.

Helping Others

The Sacramento Chapter of the National Assn. of Railway Businesswomen raised more than $1,100 for the Sacramento Assn. for Pre-School Retarded Children at a recent luau attended by more than 400 people. Chairperson for the event was Mrs. Virginia Jordan, secretary to the asst. terminal supt., Sacramento.

Multi-Purpose Locomotives

We are purchasing the first 54 production units of a newly-designed, General Motors multi-purpose locomotive. The 1,500 horsepower diesels can be used for either yard switching or branch line freight service. Capable of full horsepower operation at speeds up to 65 miles an hour, they are the first switcher-type locomotives equipped with solid state modular controls for simplified maintenance.

Huge Commute Loss

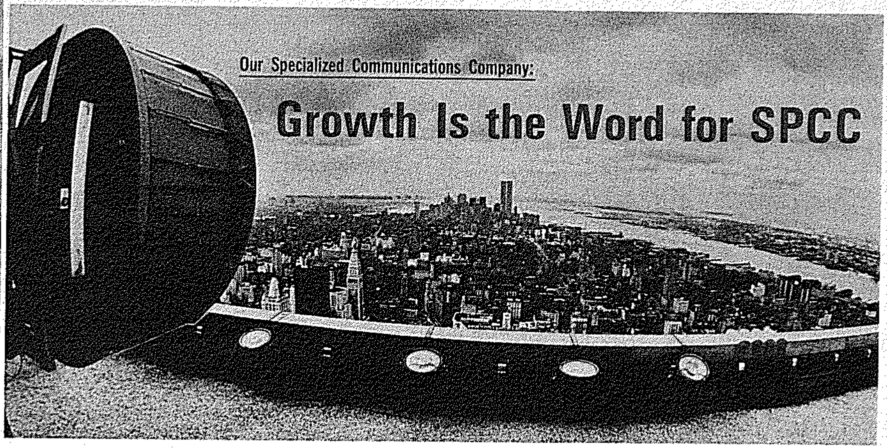
SP last year lost nearly $5.3 million on its San Francisco Peninsula commuter train operations, according to a recent Price Waterhouse & Co. study. The four-volume study, which SP had requested the national firm of independent certified public accountants to make, has been made available to the California Public Utilities Commission. SP's petition for commute fare increases is pending before the Commission.

Faster Weighing

A new weigh-in-motion scale will soon be in service at Klamath Falls, Ore., bringing the total of these electronic scales on our lines to 15. Another is planned for Stuttgart, Ark., (on the Cotton Belt) in the near future. Each installation costs about $115,000. The weigh-in-motion scales distinguish between cars by sensing the number of axles on each car. Each scale is capable of weighing a 100-car train in about 20 minutes — a saving of many hours over stationary weighing.

Eliminating Parallel Lines

SP and the Missouri Pacific have agreed on a plan, subject to I.C.C. approval, whereby SP would obtain trackage rights over 197 miles of MoPac between Placedo and Harlingen in South Texas. SP would also sell its trackage and facilities at Mathis to the MoPac and would retire about 150 miles of line at various points between Victoria and Edinburg. Approval of the plan, railroad officials explained, will eliminate parallel and almost duplicate rail lines no longer needed in the light of modern transportation technology. It will also provide a faster route to the Rio Grande Valley and eliminate 60 rail-highway crossings.



Our Specialized Communications Company:

Growth Is the Word for SPCC

LET'S PRETEND you are a stockbroker in California. You have just leased a private telephone line to your company's booth on the floor of the New York Stock Exchange from Southern Pacific Communications Company.

Without having to dial, you pick up your phone (causing the phone on the other end to ring automatically) and say, "Buy 200 shares of 'XYZ Company.'" A voice in the booth says, "O.K.," and hangs up.

Perhaps this is the twenty-fifth 'buy' or 'sell' call you've made that day — each in a matter of seconds. You're convinced that SPCC service is the greatest. Not only is it low-cost and convenient, but its speed saves you important money — particularly in a fast-changing market.

This is just one of a number of kinds of service now offered by SPCC, and it has proven highly popular. About a dozen brokerage firms with offices in California now lease SPCC private lines to their major customers and to the floor of the New York Stock Exchange.

4,216-Mile Network

Southern Pacific Communications Company continues to grow by leaps and bounds. The first segment of its microwave network was completed late in 1973 between San Francisco and Los Angeles. By June, 1974, the firm had become the first specialized common carrier in the U.S. to offer transcontinental service, using some leased facilities to augment its own growing system.

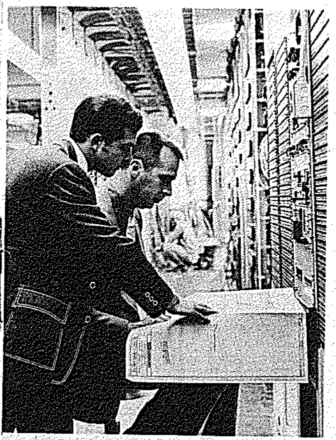
Less than a year later, in May, 1975, SPCC had completed its own coast-to-coast microwave network. The backbone of this system now extends 4,216 miles from San Francisco to Boston, New York and Philadelphia, and it is still expanding rapidly (see map on page 5).

45 Major Cities

The network provides voice, data and facsimile transmission services to private-line customers in 45 major metropolitan areas distributed over 17 states.

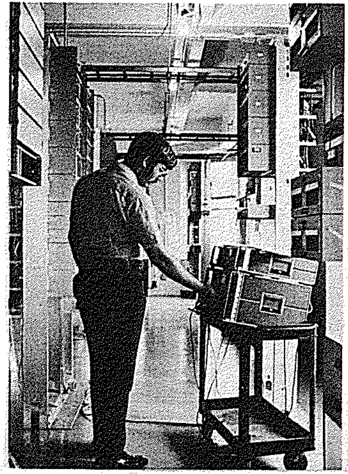
"We're now serving over 500 customers in business, industry, government and education, including many nationally known firms," says SPCC President Gus Grant. "We've installed about 2,500 circuits (lines) for them so far, and we have orders for almost that many more. We're hooking up new circuits at the rate of about 100 a week."

As a specialist in business communications, SPCC can generally



ABOVE: Many of SPCC's microwave antennas are located in key sites like this one atop the Empire State Building in New York, 975 feet above street level. **LEFT:** Looking over plans for SPCC's new Technical Operations Center at Los Angeles are District Sales Manager Charles Gibney, left, and District Operations Manager Sam Gold. SPCC will eventually have over 60 of these "TOCs" where lines leased to customers connect with the microwave system.

RIGHT: TWA's Area Reservation Office in Los Angeles handles up to 12,000 telephone calls a day. Many of the calls come in over 34 SPCC private lines leased by Aeronautical Radio, Inc. on behalf of TWA. BELOW: Thomas Welch, left, SPCC senior sales rep., Los Angeles, confers with Dennis Dahl, manager of communications for The Flying Tiger Line, another major airline now using SPCC private lines. BOTTOM: Paul Block, microwave technician, checks equipment at SPCC's New York Technical Operations Center.



reduce intercity communications costs for its customers by 15 to as much as 50 per cent, or provide more service for the same amount of money.

"One reason for this is our systems approach," explains George Vasilakos, SPCC's marketing vice president. "We examine our customers' individual needs and tailor our services to meet them — whether they require a single line with a phone at each end or a complex, multi-city network involving voice, data and facsimile transmission.

Innovative Services

One customer, for example, was leasing five voice lines from SPCC, but the need to transmit data to a computer tied up one of them for hours at a time. At small cost, SPCC changed this line so that it could be used for both voice and data transmission, saving the customer valuable time and the cost of another line.

This service, which SPCC calls "Voice Plus Data," is also saving money for a number of its other customers.

While the firm has many clients who use 50 to 100 private lines around-the-clock, seven days a week, it does not ignore the small user who does not need that much service.

SPCC saves money for them by leasing private lines on a half-time or even on an hourly basis. Some of the larger users, too, lease additional lines on an hourly basis to handle overflow traffic during peak periods.

Some of SPCC's other services include:

- Private networks tying together plants or offices in several cities and offering connections to local dial telephone systems if desired.
- International data transmission. SPCC is providing domestic links between some of its customers and international communications carriers in New York and San Francisco for the transmission of voice and data to overseas offices.
- Foreign exchange service. Suppose your firm wants to be represented in a distant city without the cost of maintaining a staff there. You can obtain a "foreign exchange" line from SPCC and have it connected to the exchange telephone network in the distant city. You can also arrange for listings in both the white and yellow pages of that area's phone book. Then potential customers in the far-away city can contact your firm by simply making a local call.

Meeting Various Needs

Here are a few examples of how various firms are using SPCC services:

- Aeronautical Radio, Inc. (ARINC), a non-profit organization furnishing communications and other services to the airline industry, leases 34 SPCC private lines on behalf of Trans World Airlines to provide TWA's Phoenix and Tucson customers with toll-free calls to the airline's 24-hour central reservation facility in Los Angeles. This facility, with over 200 operator positions, serves Southern California, Nevada, Arizona and New Mexico. It handles up to 12,000 calls daily, with about 2,000 of them coming in over SPCC lines.

Aiding the Airlines

"So far ARINC has installed or on-order over 600 SPCC circuits to serve various major airlines such as TWA, American, Pan American, Eastern and Braniff, to name a few," says Vasilakos. "We're extremely proud that the airline industry is calling on us to help meet its critical communications needs."

- The bond trading department of a large California bank leases four SPCC lines to New York. A special switching system in SPCC's New York Technical Operations Center permits the California bank to use its four lines to make direct private line calls to any one of 25 different banks and bond brokers in the New York area.
- Crown Zellerbach leases 34 SPCC lines for voice, data and facsimile transmission between its offices, plants and warehouses in San Francisco, Los Angeles, San Diego, Bakersfield, Fresno and Phoenix. According to C. J. Vancura, manager, corporate telecommunications, the firm is now saving about 30 per cent of what it was previously paying for the private lines involved in this portion of its nationwide communications network.

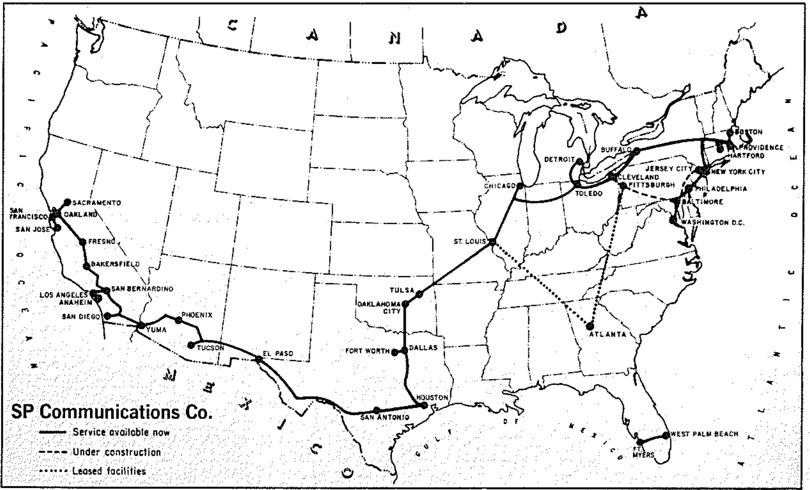
"One of our primary goals is to keep on offering innovative communications ideas and new ways to make our services meet the special needs of our customers," Vasilakos states.

"We'll soon be offering a brand new service called 'Automated Traffic Analysis,'" he adds. "For a nominal fee, SPCC will provide the customer with a computerized analysis of the traffic on his lines during a specific period of time, giving the number of calls, their origin, destination and duration. With this information, the customer can determine how many lines he needs to

(Concluded on page 20)

SPCC's First Customer

Fibreboard Corp., first customer to sign up for SPCC service, saves 17 per cent on leased lines between San Francisco, Los Angeles and Phoenix. Here SPCC Account Mgr. Richard Petty, left, discusses network with R. E. Barnwell, corporate mgr.-office services for Fibreboard, at the firm's San Francisco office.



R. D. SPENCE

D. K. McNEAR

A. D. DEMOSS

H. H. HAMILTON

Spence Leaves to Head ConRail; McNear Named VP-Operations for SP

Richard D. Spence, vice president-operations, has left Southern Pacific to serve as president and chief operating officer of ConRail, the newly formed corporation which will be the successor of the bankrupt railroads of the Northeast and Midwest.

Succeeding him as SP's top operating officer, effective October 15, is Denman K. McNear, vice president in the Executive Dept. at San Francisco since 1967.

Alan D. DeMoss, vice president-purchasing, succeeds McNear as vice president in the Executive Dept., and Howard H. Hamilton will head the Purchases & Materials Dept. as general purchasing agent.

In an interview, Spence explained that he decided to be a part of the remaking of the financially destitute railroads that are to become ConRail because he fears spreading nationalization.

"Although I have a very fierce loyalty to Southern Pacific," he said, "I have a stronger feeling of dedication to the railroad industry as a whole."

He had become convinced, he said, "that should ConRail not be successful, it would sound the death knell for the balance of the industry as privately-owned organizations."

If there is nationalization, he added, it would lead to a "real weakening of the country itself."

Spence joined the Company in 1946, after World War II Navy service. He moved up through various Operating Dept. positions, becoming superintendent of the Sacramento Division in 1960, asst. general manager in 1962, asst. vice president-system operations in 1967 and vice president in 1969.

He has a B.S. degree from UCLA and has completed the Stanford Transportation Management Program and the Massachusetts Institute of Technology Program for Senior Executives.

As operating head of ConRail, he will manage what is expected to be the largest railroad in the U.S. with about 15,000 route miles of line. His headquarters will be in Philadelphia.

McNear joined Southern Pacific as a rodman in 1948. After holding various engineering and construction posts for five years, mostly in the Sacramento area, he began supervising railroad operations as a trainmaster at Tucumcari, N.M. and Portland, Ore.

He was named asst. to the general manager at San Francisco in 1957, superintendent of the former Rio Grande Division in 1959 and asst. chief mechanical officer at San Francisco in 1961.

Two years later, he was appointed asst. to the president and was elected a vice president in 1967.

A native of San Francisco, McNear has a B.S. in civil engineering from M.I.T. and an MBA from Stanford's Graduate School of Business. He has also completed the Harvard Advanced Management Program.

He is currently president of the California Council of Economic Education, is a past president and director of Junior Achievement of the Bay Area and has served as a director of the Greater San Francisco Chamber of Commerce.

DeMoss joined SP as a rodman in 1943, but took the next two years out for military service during World War II. On his return, he earned a B.A. degree in mathematics from Sacramento State College, working in engineering positions for SP during the summer months.

In 1951, DeMoss went back to work full time for the Company, holding a number of engineering and operating positions, including division engineer on the former Salt Lake Division, asst. superintendent at Los Angeles, superintendent at Dunsmuir, and asst. engineer in charge of maintenance of way and structures at San Francisco.

He was named asst. general purchasing agent in 1968, general purchasing agent a year later, and was elected vice president-purchasing in 1970.

DeMoss was a Sloan Fellow at the Stanford Graduate School of Business and is a past president of the Purchasing Management Assn. of Northern California.

A native of Globe, Ariz., Hamilton joined SP in 1937 and advanced through various purchasing positions in Los Angeles and San Francisco. In 1974, he was named asst. vice president-purchasing.

During World War II, he was a bomber pilot in the European Theatre. He was shot down over Germany in 1944, but managed to elude German troops until he was rescued by American forces.

Cotton Belt President Retires

R. M. NALL

Robert M. Nall, president and a director of the St. Louis Southwestern Railway Company (Cotton Belt), retires October 31, after 39 years of service with the SP affiliate.

D. K. McNear, vice president-operations for Southern Pacific, will assume the presidency of the Cotton Belt, in addition to his other duties, effective November 1.

A native of San Antonio and the son of a former division engineer for the Cotton Belt, Nall started with the railroad during his summer vacations while attending the University of Texas.

After earning a B.S. degree in civil engineering, he joined the Cotton Belt in 1936 as a rodman at Pine Bluff. He moved to St. Louis as valuation engineer in 1946 and became industrial agent there a year later.

He was appointed assistant to the president of the Cotton Belt, with headquarters at Tyler, Texas, in 1956 and was elected president and a director in 1969.

Nall is a director of United Way of Greater Tyler and was 1975 U.S. Savings Bond chairman for the city. He is a past president of the Tyler Rotary Club and the Tyler Chapter of the American Cancer Society and a past chairman of the Tyler Chapter of the American Red Cross and the Smith County Republican Party. He is a registered professional engineer.

SP Good Samaritans

Serving as foster parents for Anita, 8, a bright-eyed Mexican youngster with two club feet are Asst. Supervisor, Operating Field Services, and Mrs. Blair E. Staymates of San Francisco.

Anita, 8, exchanges grins with her foster parents, Asst. Supvr., Operating Field Services, and Mrs. Blair E. Staymates of San Francisco.

Anita was brought to this country through the Baja Project of the California College of Podiatric Medicine. Project physicians locate needy youngsters with severe foot deformities in areas where medical facilities are limited and arrange to bring them to San Francisco for corrective surgery. The cost of treatment averages about $7,000 per child, which is covered entirely by donations. The foster parents also donate their services, and more of these "Good Samaritans" are needed.

Both the Staymates speak some Spanish. "Beyond that, we get by with gestures and grins," says Mary Jane, a former SP steno at Phoenix.

Anita, who will stay with them for a year or more, in between operations, is expected to be able to run, skip and dance eventually. She comes from a ranch in Durango so remote that it took five days by horseback, auto and bus to reach Tijuana on her trip north.

Cotton Belt Wins NSC Safety Award

The Cotton Belt has won first place in the National Safety Council's Railroad Employe Safety Award Program for its outstanding 1974 safety record.

The annual award is given in various categories. The Cotton Belt placed first among line haul railroads operating five to 17 million man hours per year.

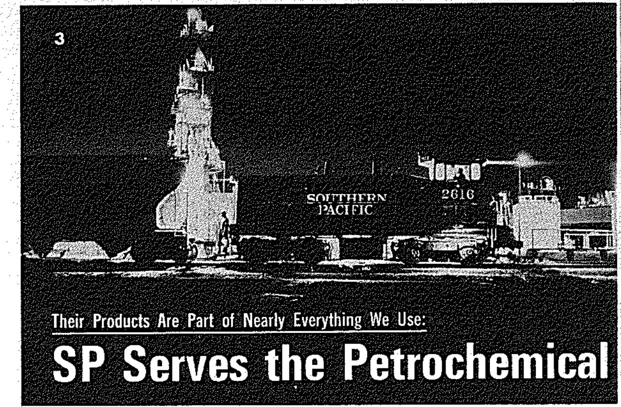
Earlier this year, the Cotton Belt won the E. H. Harriman Gold Medal — for the fifth year in a row — for having the best employe safety record among railroads in its category.

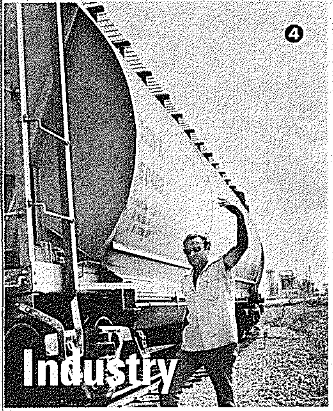
Nystrom and Zika Die

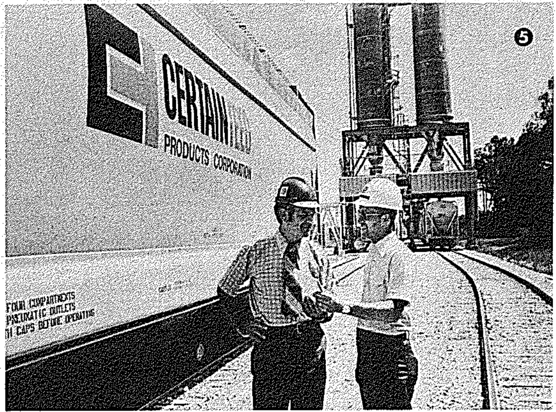
Two well-known SP people passed away recently: M. C. Nystrom, who retired in 1964 as vice president-purchasing, and Frank J. Zika, who retired in 1967 as freight traffic manager-rates and divisions, both at San Francisco. Each had 48 years of service with our Company.

Pictured on These Pages

(1) TOPS helps speed processing of petrochemical traffic at Lake Charles. Here Line Desk Clerk Walter D'Augereau transmits waybill data to computer in San Francisco. Behind him is IBM Clerk Joseph C. Brown. (2) Discussing operation of $10 million Pennwalt Corp. plant at Beaumont, which began operations in August, are SP District Traffic Rep. Lester G. Byron, left, and Plant Manager Wayne O'Quin. Behind them, plant's first outbound car is being loaded. (3) Switch engine spots cars at Houston petrochemical plant. (4) Conductor J. E. Haynes signals to engineer to couple on to carload of plastic granules produced by Sol-Tex Polymer plant (shown in background) near Strang, Texas. (5) Conferring on transportation needs of new $16 million Certain-Teed Products Corp. plant at Rose Bluff, La., are Lake Charles District Traffic Rep. J. Van Stockton, left, and Plant Manager C. Arthur Gellner. This plant went on stream in April making polyvinyl chloride powder, which is shipped to Certain-Teed plastic pipe plants in six states.

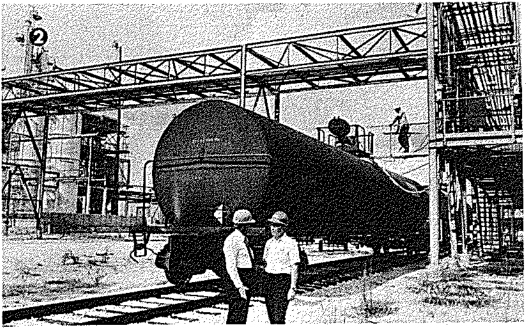






Their Products Are Part of Nearly Everything We Use:

SP Serves the Petrochemical Industry



ON A WARM morning in late August, Lester Byron, district traffic representative at Beaumont, Texas, watched the first rail car being loaded at a brand new petrochemical plant, built on a site that was under 10 feet of water only a year and a half ago.

Looking on with Byron was Wayne O'Quin, manager of the $10 million Pennwalt Corp. plant, which manufactures mercaptan, used in making animal food supplements and in herbicides, pesticides and other products.

The plant — a relatively small one compared to some of the giant petrochemical complexes along the Gulf Coast — is nevertheless the world's largest of its kind. It will double the mercaptan output of Pennwalt — already the world's leading producer.

Second Unit Planned

"Before long we're going to build a second unit here at Beaumont with the same capacity as this one," O'Quin said. "That's scheduled for completion in 1977."

The new facility, located on a 50-acre site beside the Neches River, is Pennwalt's seventh plant in Texas. It was built on reclaimed land so that it would be close to other petrochemical plants, like Mobil Chemical Co. (just across the street), that provide its raw materials.

"We'll be shipping to our own plants in other states and to various customers in the agricultural field," the plant manager explained. "We anticipate a steadily expanding market in the years ahead."

Similar growth stories could be told about dozens of other petrochemical companies in the huge half moon of Gulf Coast between New Orleans and Brownsville, Texas.

200 Major Plants

About two-thirds of the nation's entire petrochemical industry is located along the 700-mile arc. Some 200 major plants, with a total capital investment of more than $20 billion, produce at least half of all the basic petrochemicals used in the U.S., and for some products — such as synthetic rubber — as much as 80 per cent.

"We serve nearly all of them — either directly or via independent switching lines," says Ernie Portwood, general traffic manager at Houston. "Petrochemicals accounted for about 45 per cent of the total traffic originating on the T&L Lines in 1974. That adds up to nearly 175,000 cars."

The industry had its beginnings on the Gulf Coast back in the 1920s and '30s, but it got its major impetus from the huge demand for synthetic rubber during World War II. Since then, its growth has been spectacular.

During the 1950s and early '60s, expansion at the rate of 15 per cent a year was common — with new plant investments in the $2 billion to $3 billion-a-year range. The rate has slowed somewhat since then, but growth is continuing.

During the past five years, 22 petrochemical companies served by Southern Pacific along the Gulf Coast have built new plants or additions.

"We expect more of the same during the next five years," Portwood adds. "Despite the uncertainties in the present economy, 33 major companies have announced plans to expand their facilities between now and 1980. These projects will call for investments ranging from $10 million to $500 million per plant."

Even in Chewing Gum

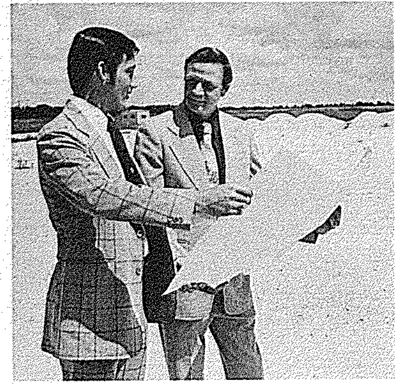
Basic petrochemicals such as ethylene, propylene, butadiene, benzene and xylenes are the building blocks for an endless variety of products used by everybody. Among them are synthetic fibers and plastics, rubber, lubricants, paint, soap, medicines and fertilizers. They become the textiles that clothe us, the tires that take us to work and packaging for the foods we eat.

They are now part of nearly every manufactured product we use from automobiles (24 per cent synthetics by weight) to chewing gum, which contains styrene butadiene — the same type of synthetic rubber that goes into automobile tires.

Demand Will Grow

"There are no longer enough natural materials such as silk, cotton and rubber to fill our country's needs. We must rely more and more on synthetics of all kinds," explains William H. Davis, senior vice president and manager of the Texas Commerce Bank's Petroleum and Chemical Division in Houston. "A continuing and even escalating demand for petrochemicals is just about inevitable. In fact, economists predict that — during the next decade — the amount spent nationally for new plants will more than double the amount invested in plants now standing."

The industry has flourished on the Gulf Coast because of the abundance of raw materials, particularly natural gas, various products of the oil refineries, water, salt, sulphur and lime. Dependable, low-cost rail transportation has also been a fac-



ABOVE: Looking over track layout for Mobil Chemical Company's Beaumont, Texas, polyethylene plant, due for completion in 1977, are SP Traffic Rep. Paul W. Brown, left, and G. E. Geyer, complex traffic manager for Mobil. BELOW: New plant facilities are continually being added to Olin Corp.'s huge petrochemical complex at Lake Charles, which first started producing in 1935. SP Traffic Rep. Frank J. Streva, right, listens as David F. Rodgers, asst. plant traffic manager, explains operation of new unit behind them which will make a substance which adds flame retardant properties to urethane products.

tor in that growth.

The major centers for the industry are the Lake Charles area; the Beaumont-Orange-Port Arthur "Golden Triangle"; the Houston-Galveston-Freeport area; and the Corpus Christi area.

Scores of plants in these areas are interconnected in a vast "spaghetti bowl" of pipelines that deliver "feed stocks" from one plant to another. The existing plants are continually "breeding" new plants needing the precise combination of chemicals available "next door" or within a mile or two.

The products, ranging from chemical fertilizers to polyvinyl chloride (PVC) pellets or powder (a plastic material used in everything from phonograph records to swimming pool liners), are loaded into huge hoppers, tank cars or box cars and shipped all over the country, but principally to the major cities in the Midwest and East. Much of this traffic goes through our Memphis, St. Louis and New Orleans gateways.

The Houston area has a particularly heavy concentration of petrochemical plants.

13 New Plants in '74 Alone

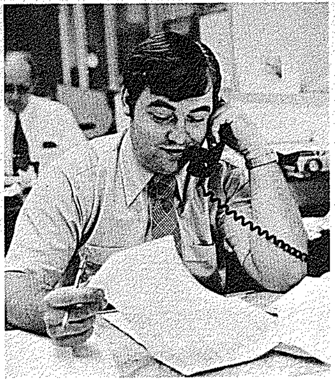
"About 80 percent of all the plastics used in the U.S. and the chemical building blocks that go into them are produced within a 100-mile radius of Houston," Portwood points out. "During 1974 alone, 13 new plants were built in the Houston area with a total capitalization of more than $1 billion. Typical of them is Tenneco Chemicals' PVC plant on the Houston Ship Channel near Pasadena — one of the newest and most efficient of its kind in the country."

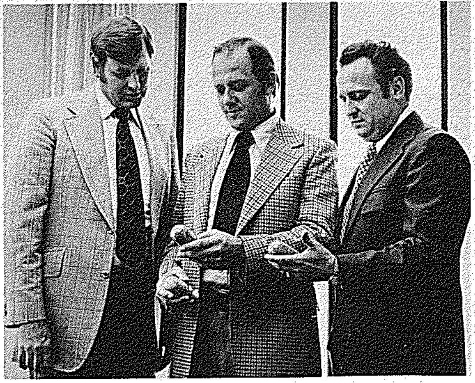
A few miles south of Houston, not far from the Lyndon B. Johnson Space Center, is fabulous Bayport; where 35 companies — most of them in the petrochemical field — have producing plants or plans for future development on 10,500 acres of what was open prairie only 11 years ago. This huge industrial complex is a project of the Friendswood Development Co., a subsidiary of Exxon Corp.

"Southern Pacific contributed greatly to Bayport's success in its early development stages by substantially rearranging its trackage to provide rail service to the project," recalls Charles L. Pence, Friendswood Development Company vice president and manager of the Bayport/Clear Lake City Project, "and SP has continued to work closely with us ever since."

SP constructed a five-mile-long track loop so that every site at Bayport would have access to rail transportation, and it has continued to build industrial leads connected to the loop to serve clusters of new plants. The latest of these — just now being completed — is a 7,000-foot lead to serve petrochemical plants being built by Dart Industries, Quaker Oats Co. and Imperial Crown Industries. Two more industrial leads are in the planning stage.

"To provide the best possible service for Bayport industries, we relocated our station forces from Pasadena, Texas, to Strang," explains L. A. Patterson, superintendent of the Houston Division, "and over the past six years as business has grown we've increased our personnel at Strang from two to ten. It's now a major TOPS reporting station and a full service agency — able to handle anything a customer needs in order to ship or receive freight."





ABOVE LEFT: J. T. Moye, chief clerk at Beaumont, talks with a plant traffic manager. Our traffic people maintain close contacts with petrochemical shippers, whose transportation needs often vary widely from day to day. ABOVE RIGHT: Roger A. McCarthy, center, general traffic manager for Occidental Chemical Co. at Houston, shows some of his firm's products to Traffic Rep. Ray Barrett, left, and General Freight Agent W. M. Clayton. This 11-year-old firm now spends about $25 million a year for transportation.

New Gravity Yard

"We're also planning to build an 18-track 'pocket' gravity yard there," he adds, "so that we can run trains directly from Strang to the St. Louis and Memphis gateways. That will not only speed our service but relieve the pressure on Englewood Yard."

More Crews

Switcher assignments have grown with the increase in business. During the early 1960s, switching on the Galveston Sub-Division was handled by two local trains and one road switcher. Now there are 14 switcher crews working six days a week on this sub-division, which serves 20 major chemical plants. At Strang, crew assignments have grown from two to eight in just the past five years.

"You could find similar examples at various other points on the Texas and Louisiana Lines," Patterson points out.

Our industrial development specialists have also contributed to the growth of the industry by helping a number of firms find just the right sites for new plants. Among them are Atlantic Richfield's ARCO Polymers, Inc. at Williams (near Port Arthur) and General Aniline & Film Corp. at Texas City.

"We worked for over a year with the DuPont people to put together a 1600-acre site for their big new plant at Gregory (near Corpus Christi)," says Olin Humphries, district manager of industrial development for the T&L Lines. "The plant went on stream in 1973, making freon and carbon tetrachloride. Now it is expanding its facilities to make other products as well."

Our rate experts, too, have assembled data and appeared before regulatory agencies to help several petrochemical firms obtain the rate adjustments they needed in order to remain competitive in their markets.

While the main concentration of the industry is on the Gulf Coast, SP also serves major plants at other points on our lines — particularly in the Los Angeles and San Francisco Bay Areas of California.

The availability of hydrocarbons from Alaska's North Slope may well lead to the construction of huge new petrochemical complexes near San Francisco. Two nationally known firms have already announced that they are studying projects in the $500 million to $1 billion range to be built in California's Solano and Contra Costa Counties.

This remarkable industry, which started as a whiff of waste gas in a chemist's test tube only a few decades ago, continues to grow in size and importance to the U.S. economy — with our railroad as one of its principal transportation tools.

Sixth Book for Myrick

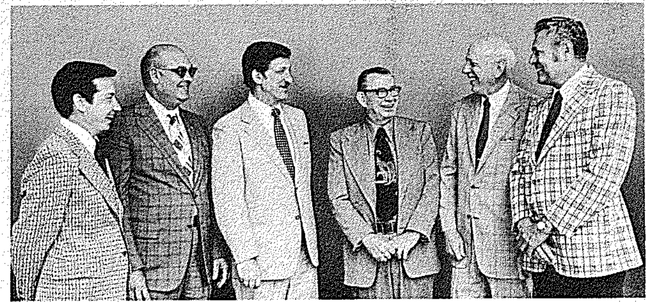
Railroad author and historian David F. Myrick, asst. to vice president, Treasury Dept., San Francisco, has just published Volume I of "Railroads of Arizona" (Howell-North Books, 1050 Parker St., Berkeley, Ca. 94710, $19.50).

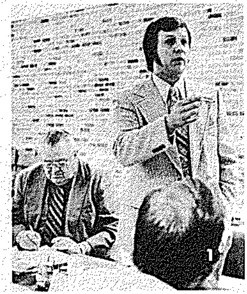
This first volume of a definitive history of the state's railroads is sub-titled "The Roads of Southern Arizona." It tells the interesting story of the Southern Pacific Railroad of Arizona and all the railroads (constructed or projected) south to the Mexican border and the mines they served.

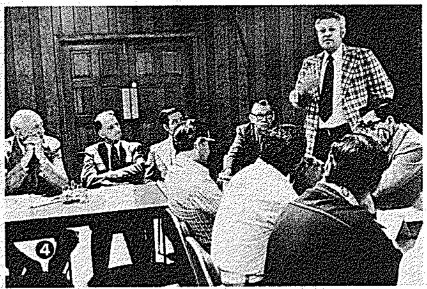
The 8½ x 11-size volume contains 537 illustrations and 55 maps.

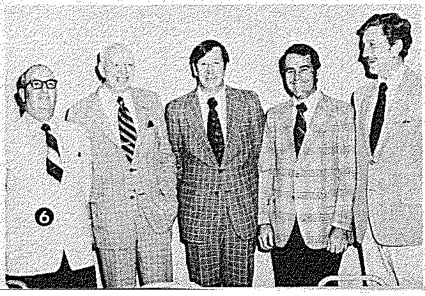
Face-to-Face Talks

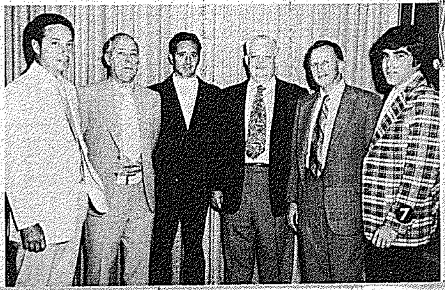
RIGHT: Attending division level "Project 70's" meeting at Lafayette, La. recently were, l-r, UTU General Chairmen J. A. Alford (conductors and trainmen) and A. M. Blount (enginemen), SP Regional Operations Manager J. D. Ramsey, UTU General Chairman J. F. Dessens (switchmen), SP Asst. Vice President D. R. Kirk, and UTU State Legislative Director A. B. Woodall. Some of the other UTU officers attending the friendly, no-holds-barred meetings at Lafayette and New Orleans are pictured below and identified on page 13.











On the Lafayette Division:

Labor, Management Men Hold Friendly, Frank Discussions

FORTY-FIVE union officers met with Company representatives at Lafayette and New Orleans on August 19 and 20 in friendly, but no-holds-barred discussions aimed at solving problems and improving communications at the division level.

The all-day meetings were part of the "Project 70's" program initiated by President Al Chesser of the United Transportation Union in 1972.

In outlining the Project 70's program, Chesser pointed out that the time has come for the UTU, other rail unions and management to support legislation in Congress urgently needed by the railroad industry.

But that support, he said, can only be accomplished if there is a real improvement in labor-management relations throughout our industry. Project 70's was set up as the framework for bringing about better understanding on all levels through frank, open face-to-face meetings.

Over the past three years a number of railroads have participated in this constructive program. On Southern Pacific, the first meetings were held in San Francisco, Houston and Tyler with top union and Company officers, including President B. F. Biaggini, then Vice President-Operations R. D. Spence and UTU President Al Chesser attending.

Earlier this year, division-level meetings were held in El Paso and Houston, making those in Lafayette and New Orleans the third and fourth in the present series. Further meetings are planned.

UTU representatives at the Lafayette Division meetings included — in addition to officers from all the division locals — General Chairmen J. A. Alford (conductors and trainmen), A. M. Blount (enginemen), and J. F. Dessens (switchmen) and State Legislative Director A. B. Woodall.

Heading the Company delegation were Assistant Vice President D. R. Kirk, Regional Operations Manager J. D. Ramsey and Lafayette Division Superintendent E. F. Winterrowd.

In their remarks, all three general chairmen stressed the need for "all of us to pull together — especially in these times — and to work together to get rid of such industry problems as unfair taxation and over-regulation that hamper our ability to keep transportation business on the railroads."

As Alford put it, "You can have the best union contract in the world, but it won't do you any good if your railroad goes under and you don't have a job."

Each UTU representative attending the meetings stood up in turn and gave his frank suggestions as to matters needing correction on the division. Many of them had to do with specific working conditions and ways to make the job safer and more productive.

Whenever possible, corrective action was initiated by Company officers, while other matters were noted for referring to appropriate department heads for attention.

"We feel that all of these meetings have been highly successful," Kirk says. "They go a long way toward creating the kind of climate we all want — the mutual trust and confidence it takes to get us all working together on the same team."

Pictured at Left

At Lafayette meeting: (1) R. J. Stukes, Jr., local chairman, Local 83, Houston, offers suggestions, while W. K. Hall (seated), T&L manager of labor relations, takes notes. (2) Conferring during coffee break were, l-r, R. J. Poullard, legislative rep., Local 1944, Beaumont; Trainmaster G. A. Greblo; and Lafayette Division Supt. E. F. Winterrowd. (3) J. D. Collins, secretary, Local 1944, Beaumont, presents his views. (4) A. B. Woodall (standing) UTU state legislative director, stressed safety in his remarks. At the New Orleans meeting: (5) Shown, l-r, are: P. E. Martin, asst. division engineer; T. G. Boudreaux, secretary, Local 1836; A. A. Bourgeois, asst. local chairman, Local 255; R. J. Ridge, treasurer, Local 336; F. W. Alexander, treasurer, Local 1836; F. W. Landry, road foreman of engines and W. K. Hall, manager of labor relations. (6) In this group, l-r, are W. J. Hildebrand, local chairman (255); D. R. Kirk, SP asst. vice president; J. R. Dement, local chairman (1836), R. Duplechain, local chairman (336) and J. D. Ramsey, SP regional operations manager. (7) Shown, l-r, are: J. A. Alford, general chairman (conductors and trainmen); J. N. Tullier, legislative rep.; B. J. LeBlanc, asst. local chairman; and D. S. Finn, president, all of Local 336; E. F. Winterrowd, Lafayette Division Supt.; and G. F. Gerarve, secretary, Local 336.

Driver Wins Award

J. A. (Jim) Buford, 51, a Pacific Motor Trucking Company driver at Los Angeles, recently placed fifth in the National Truck Roadeo at Indianapolis in the "twins" (double semi trailer rig) category.

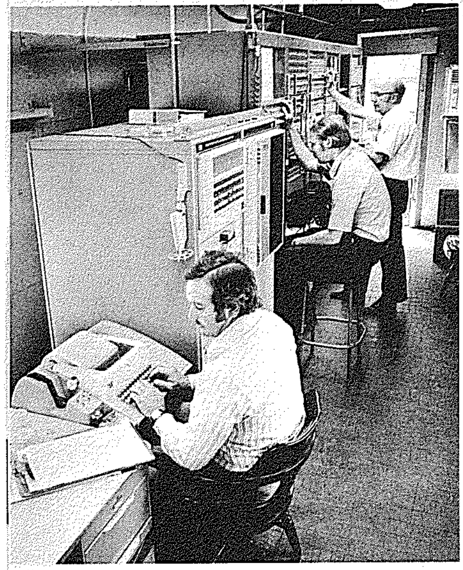
JIM BUFORD

Before that, Buford, who has 11 years of service with PMT, placed second in the California Truck Roadeo. The first place winner had a minor accident after the contest disqualifying him, so Buford represented the state at Indianapolis.

He competed with 172 top drivers in tests of driving skills and knowledge of laws, safety and equipment handling.

Buford has driven in all parts of the U.S. with his own rig as well as for various trucking companies since World War II.

He was California Truck Roadeo champ in the truck and tanker category in 1966 and was named state "Driver of the Year" in 1950. The latter award was given in recognition of his skill and heroism in using his trailer to guide the car of a 70-year-old heart attack victim to a safe stop off the road during rush-hour traffic.



ABOVE: Aboard SP's instrument car, Test Engineer Earl Thomas, left, gives instructions to mini-computer, while Instrument Engineer J. M. Skalbeck, center, and R. A. Bardwell, project supervisor-test, check on data being collected.

BELOW: Test train rolls through Niles Canyon, near Pleasanton, Calif. Instrument car is directly behind locomotive. Behind it is PFE refrigerator car equipped with test trucks.

FRA Freight Car Truck Study

SP Research to Benefit Entire Railroad Industry

FOR THE PAST YEAR a 19-member Southern Pacific research team has been conducting an intensive study of freight car truck performance which will eventually benefit the entire railroad industry.

The study is part of the $8 million, three-phase Truck Design Optimization Project (TDOP), sponsored by the Federal Railroad Administration. (See Sept. 1974 Bulletin.)

SP was awarded a contract by the FRA in June, 1974, to conduct the first phase of the project because of its own earlier research in the field.

The freight car truck as we know it today has been "carrying its weight" for more than 30 years. The purpose of the TDOP study is to develop comprehensive information about it which can serve as the basis for modifications to improve present performance and as the foundation for new designs to meet the increasing demands of the years ahead.

In discussing the study, President B. F. Biaggini pointed out that "railroad freight volume is expected to grow steadily and substantially throughout the next decade. More efficient and reliable hardware is needed in all areas of railroad operations if we are to handle this growth in the economical way that has been the basic strength of the industry."

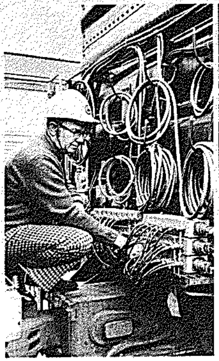
Paul V. Garin, asst. vice president-research and TDOP program director, explains that "we are not designing any new trucks. We are simply looking at present trucks and trying to establish what their performance is now and what it might be with suitable modifications."

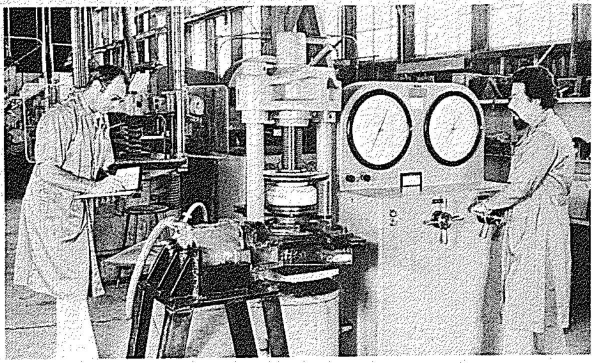
"We are also studying the economic consequences to railroads and their suppliers of any proposed modifications," he adds, "and working closely with truck manufacturers, who will be able to translate the results of our study into improved hardware."

Phase I of the project calls for an in-depth study of general purpose trucks and the establishment of preliminary performance specifications. Phase II covers an analysis of special purpose trucks and the refinement of performance specifications. In Phase III, a study of new and unconventional body/support systems is to be considered. The entire project is planned to extend over four and a half years.

"Most of the work of Phase I has been completed," says Robert Byrne, manager of research and TDOP technical director, "but so much new information has been developed that there is a possibility that this phase may be extended a few more months."

To collect data for the TDOP study, Southern Pacific has been operating a test train since January, 1975, over three carefully-selected test sites. The train consists of a locomotive, an instrument car, a test car and a caboose.





ABOVE LEFT: R. A. Bardwell, project supervisor-test, adjusts wiring on test car. Wires connect to 52 instruments attached to various parts of car's trucks and body. **ABOVE RIGHT:** At SP's Sacramento laboratory, Asst. Engineer Peter F. Guerts, left, and Metallurgist Robert Rangel conduct friction test of car's center plate.

The test sites are all in the San Francisco Bay Area. One is on double track west of Suisun-Fairfield where the test train can be operated at up to 79 miles an hour. Eight miles of westbound track here are jointed; five miles of eastbound track are laid with welded rail.

For medium speed testing, a section on the Schellville Branch was selected; and for the study of problems relating to curves, the test train is operated over a section of main line in Niles Canyon near Pleasanton, where there are 12 major curves in a three-mile stretch.

So far about 500 test runs have been made with cars of varying types and body designs equipped with standard trucks of both 70 and 100-ton capacity.

The test cars have been operated loaded, half-loaded and empty over various types of track and at different speeds. The trucks themselves have been modified to test such other variables as differences in clearances between moving parts, in the stiffness and number of springs, in types of energy absorbing devices, in amounts of lubrication and in wheel condition (new and worn).

During the test runs, measurements reflecting truck performance are obtained from 52 instruments, called "transducers," connected to various parts of the trucks and car body.

These transducers measure force, acceleration and displacement in terms of electrical voltages. An onboard computer scans each instrument 200 times per second during the test and converts the electrical voltage readings into usable engineering values, which are recorded on magnetic tape.

Personnel in the instrument car can also check the data being collected on graph recorders and observe truck performance on closed circuit TV monitors.

A single day's testing produces about 50 million measurements.

"Computors give us the capability of analyzing massive amounts of data," says A. E. Voysey, principal project supervisor.

"We've been able to study this data in the form of thousands of graphs illustrating various aspects of car or truck performance."

One use of the data collected will be to verify a mathematical model of standard truck performance under a variety of operating conditions. With this computer model it will be possible to predict — using simulation techniques — what effect proposed modifications will have on truck performance.

The original tapes from the instrument car are being sent to the library of the National Technical Information Service in Springfield, Va. There, copies will be available for other researchers to analyze.

Specific recommendations and conclusions from the TDOP study — which *Modern Railroads* has called "the most comprehensive and scientifically sophisticated program yet mounted to broaden our knowledge of the factors that influence truck performance" — are still some distance off. However, the project is already attracting wide interest throughout our industry, which has a $10 billion investment in car trucks.

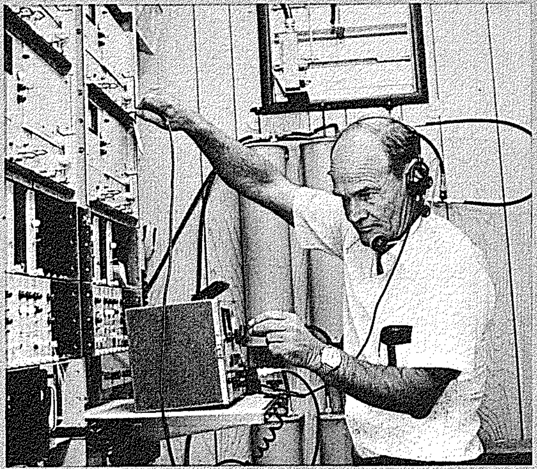
W. M. Jaekle, vice president, engineering and research, who is overseeing TDOP for SP, says, "We are keeping our industry consultants informed of the progress of the project step by step, and we are most appreciative of their suggestions."▲

Credit Union Honored

The SP Trainmen Federal Credit Union in Houston has been awarded the National Credit Union Administration's "Thrift Honor Award" for its success in stimulating savings. The Houston CU has attained a monthly rate of growth of two per cent in share accounts—well above the national average.

Wade Hampton of Sparks:

Microwave Specialist



Wade Hampton tests equipment at Eagle Ridge (elevation, 6,980 feet), near Silver Springs, Nev., one of eight microwave sites under his jurisdiction.

WADE HAMPTON, 53, equipment installer at Sparks, Nevada, has seen a revolution in railroad communications during just his 25 years with Southern Pacific.

"When I started back in 1950," he says, "we still had Morse telegraph keys in most of our stations (in addition to telephone, of course). There were few, if any, radios on trains or trucks, and we had thousands of miles of pole lines to maintain.

"Looking back, I wonder how we ever got along without the all-weather, instant communications system we have today."

Wade is responsible for the maintenance of eight microwave sites — most of them on mountain tops — between Donner Summit in the California Sierra and Florida Canyon, near Winnemucca, Nevada. The highest is Chimney Peak — elevation 8,180 feet.

These sites (we have over 300 of them) are links in SP's 7,600-mile microwave network, which provides channels for our own transportation communications needs, including radio, telephone, data and facsimile transmission.

(SP Communications Company, one of our newest subsidiaries, sells various communications services, using its own separate facilities. A story on SPCC's 4,216-mile network begins on page 3.)

"At each site we use commercial power to charge the batteries which operate the microwave system," Wade explains. "If that power fails, we have standby generators which take over automatically. And in an emergency the batteries themselves can function without re-charging for at least eight hours."

"The system is about as fail-safe as you could make it," he adds. "It operates at better than 99.9 per cent reliability."

Even the slightest indication of trouble at any of the sites registers an "alarm" in one of the Communications Department's six control centers.

If there were a condition needing attention at one of Wade's sites, a light would show up on a panel in the San Francisco center, and he would be notified immediately by phone or radio.

"I'm on call 24 hours a day, but the system functions so well that I can usually wait until daylight before I go," he states. "Our alarm setup pinpoints 19 possible kinds of trouble, so I often know what the problem is before I leave Sparks."

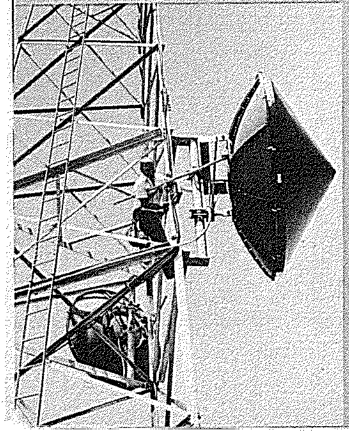
Wade makes most of his calls in a four-wheel-drive truck loaded with tools, meters, gauges and spare parts. In the winter, when the snow averages 15 feet deep on the mountain tops, he carries snow shoes and pulls a snow cat on a trailer behind the truck.

He knows his territory so well that he can find his way to the sites even when the roads are hidden under deep snow. He works alone, except when traveling by snow cat.

He often sees deer, bear, coyotes, bobcats and wild horses on his travels, and he has killed a few rattlesnakes around SP equipment buildings.

Many of his calls are routine. "I try to get to each site at least once a month just to make sure everything is operating correctly," he says.

Hampton checks antenna on 80-foot tower at Eagle Ridge. In addition to microwave, this site has radio-telephone equipment for both SP and SP Pipe Lines networks.



Wade got his first training in radio and electricity at Texas A&M under the auspices of the Marine Corps during World War II. He later served as a radio gunner on a Marine dive bomber in the South Pacific. After his discharge in 1945, he worked as a pastry baker.

"I was pretty good at it," he says, "but my real interest was in electronics."

After taking some night school courses, he landed a job as a lineman for SP at Surf, California early in 1950. Later that year, he helped install radios on two diesel switchers at Fresno. These were among the first units on the SP system to be so equipped.

He helped maintain the Company's pole line for many years, working out of Fresno, Roseville and Norden.

"I've spent all day, with another man helping me, splicing wire breaks along a single mile of line after an ice storm," he recalls. "Sometimes we'd have to climb poles at night to repair breaks when the temperature was below zero. We had to depend on the pole line; all our communications facilities were on it. And it would sometimes be out of commission for hours or even days after a bad storm or flood."

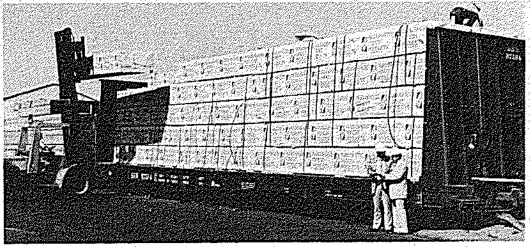
"Microwave has sure made a whale of a difference for both the man on the job and the Company," he adds.

Wade has been at Sparks since 1966. Last year he helped install equipment for an extension of SP's microwave system from Sparks to Ogden.

He and his wife, Donna, a former SP train order operator at Dunsmuir, have six grown children.

Wade enjoys "puttering around the house," as well as elk hunting, trout fishing and horseshoe pitching. He serves as a director of the Credit Union for Southern Pacific employes in Sparks. He also spends some of his spare time studying.

"The Company has sent me to several technical courses," he says, "but things keep changing. I sometimes run into equipment that I've never seen before. When I do, I like to 'hit the books.'"



Conferring on loading arrangements for 180,000-pound shipment of lumber — one of the largest ever loaded on a single rail car — are Donald R. Larsen (light suit), asst. district traffic rep., Portland, and Russell Ricket, traffic manager for Publishers Paper Co., which shipped the car via SP from Liberal, Ore. to Phoenix, Ariz.

Colossal Lumber Load

One of the largest single lumber shipments ever loaded onto a single rail car recently moved via SP from Publishers Paper Company's Liberal, Ore., plant to Phoenix Ariz.

The car—one of our new 60-foot-long, bulkhead flatcars — contained more than 75,000 board feet of Douglas fir lumber, enough to frame about 17 medium-sized houses.

The shipment inaugurated SP's new "open end" rate concept, based on a minimum load of 85,000 pounds, with a reduced rate charged for every 100 pounds loaded above that minimum. The rate, which is applicable to all basic forest products, is being pioneered in the West by SP.

The huge shipment weighed 180,000 pounds — 95,000 pounds over the minimum. By loading the equivalent of two carloads of freight onto one car, the shipper was able to save over $500 in freight charges.

The new rate applies to shipments originating in the Pacific Northwest and Northern California destined for points on our lines in Southern California and Arizona.

SP Bulletin Board

Elected or appointed to various posts: **W. H. Geare,** district traffic representative, Salt Lake City, as president of the Transportation Club of Salt Lake City; **Jerry D. Hartley,** chief clerk, Traffic Dept., Indianapolis, Ind., as secretary, Delta Nu Alpha (transportation fraternity) Chapter No. 20; **Raymond Melancon,** asst. agent, Lake Charles, La., as president-elect, West Lake Rotary Club; **J. L. Brady,** traffic representative, Cleveland, Ohio, as a member, Board of Governors, Cleveland Transportation Club; **Bruce P. Blair,** district traffic representative, Oakland, Calif., as a director, Oakland Chamber of Commerce; and **Don MacIntosh,** traffic representative, Southwestern Transportation Co, Memphis, Tenn., as president, Memphis Chapter, National Defense Transportation Assn.

Serving on Grand Juries: **Gerald D. Pera,** asst. manager, intermodal sales, San Francisco, on the San Mateo County Grand Jury; and **Calvin H. Nelson,** asst. general manager at Houston, on the Harris County Grand Jury.

Larry Jones, sheetmetal worker, Houston, organized a country and western dance to raise money for the Jerry Lewis Muscular Dystrophy Telethon. The affair netted over $360 for this worthy cause and earned Jones a special commendation from the organization.

Promotions and Changes

B. M. FLOHR

W. E. CORBETT

W. C. MORRIS

J. E. NEAL

R. A. HOUCK

E. N. BROWN

FRA Post for Flohr; Corbett Advances

Bruce M. Flohr, superintendent of the San Antonio Division since 1971, has been appointed deputy administrator of the Federal Railway Administration.

Succeeding him is William E. Corbett, asst. superintendent of the Western Division since mid-1974.

D. M. Mohan, asst. superintendent at Klamath Falls, Ore., succeeds Corbett at Oakland, Calif.

R. D. Bredenberg, asst. superintendent at Ennis, Texas, has been named to the same post at San Antonio, and M. D. Ongerth, senior asst. terminal superintendent at Oakland, succeeds Bredenberg at Ennis.

Flohr is an industrial engineering graduate of Stanford and has a master's degree from Purdue University. He joined SP in 1965 and was terminal superintendent at New Orleans, before being appointed superintendent of the San Antonio Division.

In his new post, he will serve as chairman of the FRA Safety Committee which reviews all railroad safety regulations and standards, and he will also chair the FRA's Railroad Operating Rules Advisory Committee.

Corbett attended the University of San Francisco and San Francisco State College and has completed the Harvard University Middle Management Program.

After joining the Company as a towerman-telegrapher on the Western Division in 1949, he held various Operating Dept. posts including asst. trainmaster, trainmaster and terminal superintendent, before being named asst. superintendent at Oakland.

Wade Morris Retires; J. E. Neal Succeeds

Wade C. Morris, superintendent of the San Joaquin Division, has retired after a 38-year Southern Pacific career.

Succeeding him is Joseph E. Neal, asst. superintendent at Bakersfield since 1969.

Kenneth W. Dixon, asst. superintendent at Stockton since 1973, succeeds Neal at Bakersfield.

Morris joined SP as a brakeman in 1937 after attending Fresno State College. He served as asst. superintendent of the Yuma, Los Angeles and San Joaquin Divisions and as superintendent of the Coast and Shasta Divisions, before being named superintendent of the San Joaquin Division in 1964.

He has completed the Advanced Management Program at Massachusetts Institute of Technology.

Neal is a graduate of California State University-Sacramento, and has an M.B.A. degree from Stanford. He joined the Company as a brakeman on the Sacramento Division in 1957 and was a trainmaster at various points and an asst. superintendent on the Tucson Division, before being named to the same post at Bakersfield.

Houck Steps Down; Brown Moves Up

Robert A. Houck, asst. vice president-traffic at San Francisco, has retired after 47 years with our Company.

Succeeding him is Edward N. Brown, general traffic manager for the Cotton Belt.

Also moving up in the Traffic Dept. at San Francisco are Kenneth E. Bosanko, named asst. to vice president-traffic, and Nolan A. Zisman, appointed manager of traffic research, succeeding Bosanko.

Houck joined SP's Traffic Dept. at San Francisco in 1928, moving up to become asst. traffic manager at Los Angeles in 1957 and traffic manager at Chicago in 1964. He was named general traffic manager at Chicago in 1970 and was appointed to his present post at San Francisco in 1973.

He attended California Institute of Technology and has completed the Harvard Advanced Management Program.

Brown, who attended the University of Pennsylvania, Wharton School of Business and Washington University at St. Louis, has also completed Harvard's Advanced Management Program.

He joined the Company at Philadelphia in 1936 and held a number of on and off-line posts before becoming asst. freight traffic manager at San Francisco in 1956. He was named to his Cotton Belt post in 1966.

Bosanko, who has both B.S. and M.S. degrees from the University of Oregon, started with SP at Timber, Ore. in 1948. He was named manager of traffic research at San Francisco in 1966.

Zisman, a graduate of the University of Colorado, has an M.B.A. from Northwestern University. He joined the Company at San Francisco in 1964 and became asst. manager of traffic research in 1971.

New Post for Bertram

James T. Bertram has been appointed general traffic manager for the Cotton Belt, with headquarters at St. Louis.

Bertram, who attended San Francisco State College, joined the Company in 1957. He advanced through various traffic positions at San Francisco before becoming asst. traffic manager at Phoenix in 1970. He was appointed asst. to vice president-traffic at San Francisco in 1972.

Boyhen Promoted

Edward P. Boyhen has been named vice president for engineering and program management for Southern Pacific Communications Company.

Boyhen joined SPCC last April as manager of engineering and program management at the firm's Burlingame, Calif., headquarters.

M. E. LACOUNTE

E. P. BOYHEN

A 24-year veteran of the communications industry, he spent six years as manager of installations, telcom systems for International Telephone and Telegraph Corp. Before that, he had served in other posts with ITT, Western Union and AT&T.

LaCounte Comes on Board

Max E. LaCounte has been named vice president-marketing for Bankers Leasing Corporation — a wholly-owned SP subsidiary with headquarters in Burlingame, Calif.

LaCounte, whose experience includes commercial banking in Michigan and California, has in recent years been active in the marketing and financing of tax-motivated equipment leasing transactions.

His responsibilities at Bankers Leasing will include the development of a national marketing organization for a variety of new equipment leasing programs.

A native of Spokane, Wash., LaCounte holds a B.S. degree in business administration from the University of Colorado.

Miller Completes Career

Donald K. Miller, manager of personnel-operations at San Francisco, has retired after 39 years with SP.

After joining the Company at Los Angeles in 1936, Miller held various Operating Dept. posts, including superintendent of the Los Angeles Union Passenger Terminal and asst. superintendent of the Western and Sacramento Divisions.

He was named superintendent of safety at San Francisco in 1964 and to his Personnel Dept. post in 1973.

Johnson Advances

Timothy L. Johnson, public relations representative for SP at San Francisco for the past three years, has been named asst. manager of public relations at Los Angeles.

Succeeding him at San Francisco is Richard C. Hall, a reporter since 1971 for the *Arizona Daily Star* in Tucson. Prior to that he was a journalism major at the University of Arizona in Tucson.

T. L. JOHNSON

R. C. HALL

Johnson has a B.A. degree in public relations from the University of Southern California and an M.S. in journalism from the University of California at Los Angeles.

Bill Clark Retires

W. K. (Bill) Clark, asst. to general traffic manager at Houston, has retired after more than half a century with Southern Pacific.

He joined the Company at El Paso in 1925, moving up through various Passenger Dept. posts to become asst. to passenger traffic manager at Houston in 1954.

W. K. CLARK

He was named special representative in the Traffic Dept. there in 1959 and to his present post in 1966.

Public Safety Award

Southern Pacific has been awarded the National Safety Council's Public Safety award for safety programs directed to employes and the general public during 1974.

The Cotton Belt has also received this honor, known as the "Golden Spike Award." A total of 15 U.S. and Canadian railroads won the coveted award.

The award recognizes off-the-job safety programs, school safety programs and cooperative programs with local safety councils and civic groups. Participation by railroad personnel in community efforts to promote public safety, especially in traffic, is also recognized.

SPCC's Growth Story
(Concluded)

maintain the level of service he desires."

In addition to its surface network, which includes more than 300 microwave stations between San Francisco and New York, SPCC has leased capacity on the Westar satellite and provides service via satellite for some of its transcontinental traffic.

"Within five years, we expect that about 30 per cent of our traffic will spend some time on the satellite," Grant says.

The surface network includes such key sites as the Sears Tower in Chicago — world's tallest building — where SPCC's antennas are 1,496 feet above the street, and the Empire State Building in New York, where they are 975 feet above street level.

SPCC's present $80 million network (including the portion still under construction) will be capable of carrying at least 1,800 individual voice conversations in each direction. This capacity will be increased substantially as the network is "overbuilt."

Southern Pacific formed SPCC in 1970, shortly after the Federal Communications Commission issued its now-historic decisions permitting specialized common carriers to offer private line communications in competition with telephone companies.

SPCC is now completing its own primary system with facilities separate from its parent company's microwave network.

Billions for Improvements

During the last 10 years, railroads have spent $53.6 billion in private funds — an average of $5.3 billion a year — for capital improvements and maintenance of their privately-owned roadways, facilities and equipment. During the same period, government has spent $228 billion in public funds for facilities used by railroad competitors.

Named "Miss Oregon" a few weeks ago was Betty JoAnn Hupfer, 21, daughter of Conductor and Mrs. W. W. Hupfer of Milwaukie, Ore. A senior at the University of Oregon, she represented her home state at the Miss America Pageant.

Appointments

CONTRACT DEPARTMENT: J. A. Westheimer and **G. E. Walton,** both to assistants to manager, San Francisco.

MECHANICAL DEPARTMENT: C. W. Vance, to manager-administrative services; **Mrs. W. Edwards,** to office manager; **L. M. Munson,** to manager-education & training; **E. G. Parmenter,** to manager-mechanical systems, all at San Francisco.

OPERATING DEPARTMENT: M. M. Lewis, to assistant superintendent, Roseville; **R. D. Bredenberg,** to assistant superintendent, San Antonio; **M. D. Ongerth,** to assistant superintendent, Ennis; **M. C. Haught,** to assistant to superintendent, **A. E. Simpson,** to chief train dispatcher, both at Bakersfield; **J. E. Duncan,** to assistant terminal superintendent, West Colton; **C. R. Dromgoole,** to transportation assistant, San Antonio; **G. A. Grebio** and **M. A. Rountree,** to trainmasters, Beaumont, Texas; **J. A. Willener,** to assistant road foreman of engines, Roseville; **E. M. Hale,** to trainmaster, Dunsmuir; **F. E. Hamlin,** to assistant terminal superintendent, Oakland; **T. H. Hollingshead,** to road foreman of engines, Tucson; **A. F. Cherico,** to station supervisor, Portland; **M. R. Healy,** to station supervisor, Klamath Falls; **G. A. Toncheff,** to asst. general road foreman of engines, Houston.

TRANSPORTATION DEPARTMENT: B. L. Hunt, and **J. T. Stewart,** to senior asst. superintendent of transportation, San Francisco; **J. E. Souza, G. E. Novak, F. M. Bannister, E. R. Law, D. J. Doyle** and **H. R. Kaveny,** to asst. superintendents of transportation, San Francisco.

TRAFFIC DEPARTMENT: T. P. Flescher, to district traffic representative, Houston; **R. E. Caldwell,** to assistant to general traffic manager, St. Louis, Mo.; **R. A. Brown,** to traffic representative, Chico; **Juan Rodriguez, Jr.,** to regional manager, International Traffic-Mexico, Houston.

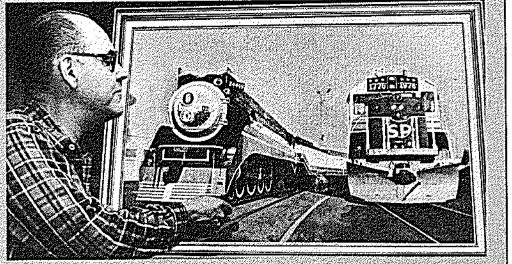
SOUTHERN PACIFIC LAND COMPANY (Real Estate Division): R. L. Stacy, to assistant district manager, **R. H. D. Hawk,** to assistant to district manager, both at Los Angeles.

COTTON BELT: H. J. Dennis, to district traffic representative, Texarkana, Ark.-Tex.; **W. D. Cruse,** to district traffic representative, North Little Rock, Ark.; **J. G. Dinkins,** to assistant general freight agent, **B. F. Harris,** to assistant trainmaster, both at Tyler, Texas.

PACIFIC MOTOR TRUCKING: R. E. Cain, to district manager; **D. E. Williams,** to assistant district manager; **A. V. Nasca** and **J. T. Wisler,** both to assistants to district manager; **R. Y. Moore,** to traffic representative, all at Los Angeles; **R. Van Hyning,** to district traffic manager, Portland; **H. F. Hannigan, Jr.,** to terminal manager, Portland Terminal; **L. C. Dunkle,** to terminal manager, Eugene Terminal; **J. Mansur,** to terminal manager, Los Angeles Terminal; **George Hoey,** to traffic representative, San Francisco; **R. L. Jacob,** to traffic representative, Oakland; **D. T. Darocha,** to superintendent, Raymer Auto Transport.

NATURAL RESOURCES: Redding: W. F. Horstman, manager of logging and operations; **J. R. Black,** inventory forester; **C. G. Parkan,** general forester; **J. F. Chalmers,** senior check scaler; **R. Foote,** check scaler; **C. E. Dobson,** forest engineer; **P. J. Foster,** general clerk. **Shasta District: J. B. Nile,** district manager; **S. T. Smith,** forestry manager; **H. J. Carrington,** operations manager; **C. Montgomery, J. H. B. Smith, C. M. Lester** and **J. A. Mehrwein,** foresters; **J. L. Marshall,** forest engineer. **Trinity District: R. J. Muir,** district manager; **G. E. Belden,** forestry manager; **V. L. Mortensen,** operations manager; **M. E. Graves** and **T. E. Sheen,** foresters; **A. G. Miller,** forest engineer; **R. Donor,** forester. **Tahoe District: C. L. Carter,** district manager; **C. H. Edwards,** forestry manager; **H. E. Ronningen,** operations manager; **R. E. Page, A. M. Engebretson** and **S. Shurtz,** foresters.

INTERMODAL SERVICES DEPARTMENT: B. J. Sealy, to manager, intermodal equipment distribution and service-system, San Francisco; **J. W. Pendleton, L. A. Dyer** and **R. F. Lawson,** to asst. managers, intermodal equipment distribution and service, San Francisco; **R. D. Hardee,** to special assistant, intermodal sales and services, Houston.



Bicentennial Painter

William Pirie, locomotive engineer at Albany, Ore., painted this scene which will appear in full color on SP's 1976 Bicentennial safety calendar. Bill has been with SP for 33 years, but he has only been painting for five. This picture — one of several railroad paintings he has completed — shows SP No. 4449, the Freedom Train locomotive, and one of our Bicentennial diesels on display side by side.
— Albany Democrat-Herald photo.

Retirements

DALLAS DIVISION: C. Center, steno; **C. H. Farrack,** terminal manager.

GENERAL OFFICE, SAN FRANCISCO: C. G. Barber, mgr., administrative services, Mechanical Dept.; **G. R. Bones,** special accountant; **C. A. Chivers,** crossing protection engr.; **C. M. Crilly,** special accountant; **J. P. Dodds, Jr.,** chief clerk, Revenue Services; **R. W. Farwell,** tax accountant; **W. W. Fisher,** secy. to chief engr.; **V. G. Gimmel,** printer-supervisor, Communications Dept.; **M. Goodnough,** sr. auditor; **H. E. Hancocks,** driver-mail clerk; **E. L. Henry,** keypunch operator; **E. A. Hischier,** special accountant; **C. H. Johnson,** supervisor, Operating Field Services; **M. R. Johnstone,** chief clerk, Gen. Accounting; **H. J. W. Klehs,** supervisor, DP&LS; **J. A. Lesser,** staff auditor; **E. G. Lorenzetti,** secy. to asst. chief mech. officer; **H. F. Manes,** asst. head timekeeper, Payroll Accounting; **V. R. Marshall,** head corresp. & tracing clk.; **E. J. Miller,** routing & mileage clk.; **A. R. Ochoa,** janitress; **J. Orchison,** instructor, Central Collection Accounting; **J. M. Ruklienker,** sr. distribution clk.; **G. R. Spellman,** asst. chief of traffic service; **M. W. Sperduto,** head clerk, Central Services; **W. S. Stanley,** buyer, P&M Dept.; **A. C. Stiegler,** asst, mgr., Payroll Accounting; **J. W. Sullivan,** chief clerk, Traffic; **J. R. Taylor,** draftsman; **M. F. Vaughan-Lloyd,** asst. systems associate, Operating Data Systems; **D. W. Wicks,** asst. gen. mgr., Intermodal Services; **H. M. Williamson,** chief engineer-system; **E. H. Wirth,** special accountant.

HOUSTON DIVISION AND REPAIR PLANTS: A. Alley, laborer; **A. Appolito,** janitor; **J. M. Berry** and **R. W. Brenham Jr.,** carmen; **I. E. Breed,** steno-clerk; **E. V. Buescher,** secy. to regional mgr.; **E. Carrington,** brakeman; **E. B. Colton,** rate clerk; **B. L. Cook,** blacksmith; **N. D. Christopher,** switchman; **J. Dabney,** laborer; **H. W. Dettka,** electrician; **G. A. Finn,** switchman; **F. Froboese,** mechanic; **R. Green,** car inspector; **H. B. Griffin,** special officer; **H. L. Gross,** foreman; **O. Harville,** conductor; **R. E. Jeanes,** special asst.-administration; **D. L. Jones,** asst. terminal supt.; **W. H. Kennedy,** conductor; **A. H. Kingsland,** switching clerk; **J. L. Lawson,** carpenter; **C. R. Lee,** work inspector; **J. S. Liman,** sheetmetal worker; **J. W. Lofton,** car inspector; **E. M. Mathis, L. R. Menning** and **C. C. Miller,** locomotive engineers; **W. Mills,** car inspector; **R. L. Moore,** carman; **R. J. Morgan,** locomotive engineer; **A. W. Parker,** special representative; **R. J. Perthuis,** chief clerk; **R. A. Pettit,** laborer; **R. L. Powell,** sheetmetal worker; **K. Pruchnicki,** gen. supervisor, Mechanical Dept.; **C. D. Ramirez,** carman; **R. G. Robinson,** pantryman; **J. Rojas,** laborer; **E. B. Ruby,** engine foreman; **A. J. Ryman,** bridge tender; **J. Scalise,** gen. clerk; **R. E. Schmidt,** switchman; **R. D. Schneider,** machinist; **D. G. Singletary,** car inspector; **F. M. Smart,** locomotive engineer; **O. A. Stacey,** foreman; **T. R. Venable,** carman; **J. E. Williams,** machinist.

LAFAYETTE DIVISION: I. Bailey, laborer; **E. Bonin Sr.** and **G. A. Boyd,** locomotive engineers; **E. J. Camelle,** B&B supervisor; **W. P. Conner,** machine operator; **B. Davis,** laborer; **J. O. Elder,** locomotive engineer; **J. Fleissner,** asst. superintendent; **L. D. Foster,** machinist; **P. Frieu,** engine foreman; **W. T. Moseley,** yardmaster; **E. Roberson,** laborer; **S. J. Simon,** brakeman; **E. T. Ward,** carman; **U. C. Langlinais, H. A. Phillips** and **G. G. Veazey,** locomotive engineers.

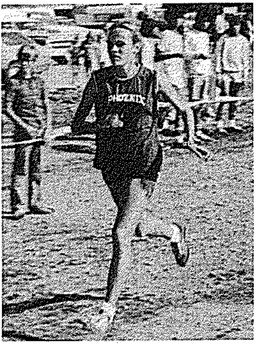
LOS ANGELES DIVISION AND REPAIR PLANTS: H. W. Anderson, locomotive engineer; **W. J. Blackburn,** asst. engineer; **R. L. Bolin,** welder; **N. E. Bookman,** train attendant; **C. W. Butler,** conductor; **A. Charleston,** brakeman; **R. V. Chase,** foreman; **D. J. Callahan, F. Clark** and **J. W. Clark,** sheetmetal workers; **D. E. Cook,** switchman; **G. W. Councilman,** machinist; **Juan Gonzales,** track supervisor; **A. J. Gonzalez,** electrician; **W. R. Goodman,** conductor; **T. H. Graham,** clerk; **C. H. Gryde,** locomotive engineer; **S. Graham, L. I. Gutierrez** and **M. A. Gutierrez,** laborers; **D. F. Hair,** yard clerk; **R. E. Hall,** ticket seller; **J. M. Harwell,** terminal superintendent; **C. V. Henry,** asst. chief clerk; **R. W. Hood,** janitor; **E. E. Horst** elevator starter; **M. N. Horton,** switchman; **G. E. Hill** and **V. A. Isbell,** locomotive engineers; **C. J. Johnston,** conductor; **J. P. Jordan,** train clerk; **J. Kaufmann,** electrician; **W. C. Kennedy,** locomotive engineer; **C. A. Kinell,** engine foreman; **M. D. King,** claims inspector; **W. I. Kivett,** fireman; **E. L. Klesitz,** manager, Zone Accounting Office; **L. E. Krage,** locomotive engineer; **D. I. La Prath,** salvage clerk; **A. A. Leppek,** sheetmetal worker; **F. L. Lewis,** car inspector; **E. R. Lowe,** locomotive engineer; **P. J. McCarty,** asst. water & fuel supervisor; **O. L. McElduff,** yardmaster; **N. C. McLaren,** sr. zone accounting clerk; **J. E. McNeese,** locomotive engineer; **E. J. Martin,** car inspector; **K. A. Martin,** engine foreman; **E. J. May,** head rate clerk; **G. F. Meichelbock,** machinist; **J. F. Meyer,** plant mgr.; **F. T. Middleton,** asst. engineer; **L. R. Miller,** locomotive engineer; **S. D. Mistretti,** machinist; **R. Moorehead,** train attendant; **J. R. Moyer,** chief draftsman; **A. Mrgudic,** electrician; **J. W. Myers,** carman; **H. F. Newnes,** engine foreman; **D. S. Nighswonger,** station clerk; **D. B. O'Connell,** chief draftsman; **H. O'Grady Jr.,** machinist; **F. Ormesher Jr.,** car inspector; **T. W. Patterson,** check clerk; **G. G. Paulson,** locomotive engineer; **H. L. Peterson,** conductor; **B. A. Power,** foreman; **R. A. Preece,** clerk; **C. Proctor,** file clerk; **J. P. Ray,** mgr.-telegrapher; **D. M. Ream,** steno-clerk; **S. Rocha,** foreman; **C. F. Rogoza,** locomotive engineer; **M. F. Rosales,** claims inspector; **G. J. Scott,** brakeman; **H. A. Scott,** laborer; **J. G. Senior,** locomotive engineer; **L. S. Setters,** brakeman; **W. O. Sharman,** engine foreman; **D. V. Smelser,** fireman; **A. R. Smith,** boilermaker; **P. E. Shoemaker, F. L. Smith Jr.** and **E. D. Sneed,** switchmen; **W. J. Stephens,** sr. asst. div. engineer; **J. D. Taylor** and **I. E. Thomas,** locomotive engineers; **L. W. Thompson,** sheetmetal worker; **V. L. Thompson,** switchman; **P. K. Toft,** locomotive engineer; **J. J. Tucker,** machine operator; **N. J. Wallen,** switchman; **A. Walton,** train attendant; **W. O. Weaver,** equipment installer; **C. C. Werner** and **W. C. Wilson,** locomotive engineers; **K. Winwood,** traf. rep.; **F. A. Wolfe,** chief clerk; **R. W. Woodrome,** asst. dist. mgr., Real Estate; **J. C. Youngberg,** electrician; **W. P. Zivalic,** carpenter.

OREGON DIVISION: R. W. Armstrong, claim clerk; **J. A. Barker** and **H. W. Bird,** switchmen; **C. D. Bedford,** locomotive engineer; **D. Bridge,** foreman; **R. L. Brown,** yard office supervisor; **A. W. Burger,** conductor; **M. C. Byrd,** and **J. F. Ceccato,** locomotive engineers; **L. J. Cagle,** electrician; **R. D. Calloway,** yard clerk; **D. R. Chaddock,** conductor; **D. D. Cole,** brakeman; **E. S. Cordova,** laborer; **E. G. Conley** and **F. J. Dais,** carpenters; **T. E. DeVaney,** clerk; **C. P. Decker, L. W. Diesburg** and **H. L. Dilley,** locomotive engineers; **T. W. Donley,** conductor; **C. Dirldon** and **C. Engman,** brakemen; **E. R. Faust,** switchman; **A. Flores,** laborer; **G. G. Flores,** machine operator; **D. F. Fidler, W. E. Forster** and **J. A. Gardner,** locomotive engineers; **J. A. Gray, W. E. Haight** and **J. L. Harris,** conductors; **A. J. Hanna,** yardmaster; **J. Hawkins,** locomotive engineer; **E. J. Hays,** foreman; **P. B. Hersey,** conductor; **T. Hughes,** laborer; **L. A. Johnson,** carpenter; **G. H. Kimball,** car inspector; **J. F. Koenig,** conductor; **E. C. Kubler,** foreman; **C. L. Kaler, M. L. Lancaster, H. E. Latshaw, L. M. Lehrbach** and **H. C. Leonard,** locomotive engineers; **J. M. Leslie,** foreman; **T. P. Lovelace,** switchman; **M. M. McCauley,** laborer; **T. P. Martin,** electrician; **A. D. Matthieu** and **J. J. Miller,** carmen; **R. V. Miller,** conductor; **C. M. Newton,** brakeman; **J. H. Nieuwboer,** foreman; **E. J. Nino,** locomotive engineer; **E. R. Reister,** asst. chief yard clerk; **B. L. Reyes,** laborer; **W. F. Rittmaier,** truck operator; **G. E. Rutledge,** and **R. Schwartz,** conductors; **J. E. Shelton Jr.,** division elec-

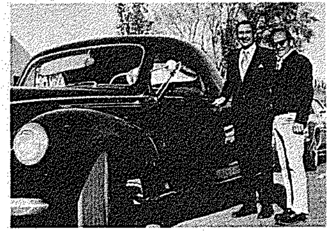
Half a Century

Retiring with 50 years of SP service recently were Statistician-Timekeeping Clerk Marcel L. Guillaume, left, of Avondale, La., and Tucson Division Locomotive Engineer Victor H. Birch, right, shown receiving a plaque for his accident-free service from Superintendent Ralph O. Coltrin.

Marjorie Kaput, 16, daughter of Walter Kaput, maintenance supervisor for SP Pipe Lines at Phoenix, is one of the world's fastest teenage track stars and may be headed for the 1976 Olympics. A junior at East Phoenix High School, she excels at a variety of distances and levels of competition, recently setting a marathon time that only five women have beaten.



Classic Auto



Tracy, Calif., Chief Crew Dispatcher Martin Sasser, right, found this 12-cylinder 1940 Lincoln Zepher forgotten in a nailed-up shed. Its body was still in top condition, and it had only 54,000 miles on it. The car had once belonged to the late George Gaylord, former Western Div. supt. Sasser bought it, polished it up and restored the engine. Here he shows it to Congressman John McFall.

trician; **P. F. Simmons**, carman-painter; **W. D. Smith**, locomotive engineer; **C. C. Sutton**, conductor; **A. F. Tarilton**, yardmaster; **R. M. Thompson**, asst. tax agent; **P. L. Trudeau**, asst. signal supervisor; **E. W. Uhrich**, fireman; **R. A. White**, locomotive engineer; **J. H. Williams**, foreman; **H. A. Wallis** and **L. Williams**, conductors.

SACRAMENTO DIVISION AND REPAIR PLANTS: George Allison, asst. terminal agent; **C. E. Alward**, trainmaster; **M. J. Andersen, W. I. Angus**, and **J. L. Ashley**, carmen; **A. J. Banducci**, boilermaker; **C. R. Barajas**, laborer; **F. T. Bartucco**, machinist; **M. V. Berg**, asst. chief yard clerk; **C. E. Beyer**, asst. mgr., P&M Dept.; **C. G. Billings**, conductor; **E. O. Bilyeu**, foreman; **H. R. Blakkolb**, boilermaker; **A. E. Cartwright**, locomotive engineer; **E. R. Casaway**, conductor; **R. T. Chaney**, electrician; **B. Cassara** and **C. E. Clark**, foremen; **C. D. Coffey**, cashier-TCF clerk; **J. W. Cotton**, crew dispatcher; **R. E. Courtney** and **C. G. Cvitkovich**, machinists; **K. DeKilse**, car inspector; **J. Dennis Jr.**, carman; **L. G. Domingez**, janitress; **R. W. Dowdle**, conductor; **H. G. Ellender**, fuel oil attendant; **C. J. Elmore**, locomotive engineer; **C. L. Fagg**, conductor; **E. P. Felix**, machinist; **J. Fernandes**, carman; **J. Ferro**, electrical foreman; **H. R. France**, mechanic; **A. Freeland**, machinist; **H. D. Fuller, Sr.**, locomotive engineer; **T. Galvan**, machinist helper; **E. Garcia**, carman; **J. M. Garcia**, machine operator; **C. E. Gibson**, pipefitter; **A. Giorgi**, sheetmetal worker; **G. Gomez**, carman; **G. Greenwell**, car inspector; **D. V. Griggs**, engine foreman; **R. G. Guerrero**, machinist; **A. R. Hayden**, switchman; **F. Hernandez** and **A. A. Herrera**, laborers; **B. R. Hopkins**, foreman; **D. S. House**, switchman; **S. Q. Hunter**, carpenter; **E. K. Kuznetzoff**, machine operator; **C. E. Lawson**, conductor; **G. A. Leggett**, yardmaster; **C. Littau**, machinist; **C. W. Lucchini**, millman; **E. McPherson Sr.**, pipefitter; **M. R. Macias**, clerk; **G. W. Martin**, switchman; **R. E. Matheny**, agent-telegrapher; **J. Matranga** and **R. D. Melendez**, carmen; **B. Maurovich**, brakeman; **P. M. Mayer**, machine operator; **G. Melin**, claims inspector; **L. Miranda**, supplyman; **C. O. Murray**, mechanic; **W. H. Murray**, conductor; **H. D. Neville**, carman; **H. L. Nix**, truck driver; **P. M. Obrok**, pipefitter; **W. B. Olds**, chief clerk; **H. E. Patterson**, conductor; **W. H. Pedrick, M. J. Pires** and **A. G. Prizmich**, machinists; **T. R. Pinnell**, brakeman; **H. L. Placencia**, carpenter; **E. I. Polich**, asst. chief clerk; **J. C. Price**, brakeman; **C. L. Ransom**, carpenter; **A. M. Reynosa**, machine operator; **J. H. Rice**, electrician; **R. A. Rich**, brakeman; **J. Roth**, mechanic; **E. F. Runkle**, foreman; **W. L. Rustin**, machinist; **D. G. Ronchetti** and **P. A. Santos**, car inspectors; **A. F. Sanford**, conductor; **J. Schiro**, boilermaker; **L. W. Schmith**, loader; **B. V. Serna**, carman; **W. H. Shaner**, machinist; **G. J. Shedd**, clerk; **G. G. Shields**, carpenter; **E. L. Slater**, car inspector; **F. Sorani**, conductor; **P. A. Stephens**, machinist helper; **W. P. Story**, brakeman; **C. M. Summers**, machinist; **J. E. Summers**, machine operator; **O. F. Taverna**, pipefitter; **G. W. Taylor**, conductor; **E. R. Tovar**, laborer; **M. G. Trujillo**, machinist; **H. Turcotte**, yard clerk; **D. Valro**, carman; **A. O. Valtierra**, foreman; **J. Vanacore**, head claims inspector; **B. K. Walton**, lift truck operator; **D. R. Ward**, carman; **R. W. Weaver**, clerk-baggageman; **R. W. Welch**, chief clerk (P&M); **R. C. Wells, S. Whetton Jr.** and **K. Williams**, clerks; **H. V. Williams**, machine operator; **J. M. Wilson**, asst. div. engr., track; **C. A. Wood**, mechanic; **P. V. Young**, mail foreman.

SAN ANTONIO DIVISION: J. B. Bowers and **J. F. Caldwell**, locomotive engineers; **R. R. Carter**, engine foreman; **U. B. Cavasos**, telegrapher-clerk; **J. M. Christian**, brakeman; **L. Cloud**, yardmaster; **V. R. Easterly** and **L. E. Ferguson**, locomotive engineers; **J. V. Flores**, track supervisor; **E. O. Haas**, asst. signal supervisor; **B. Hubbard**, telegrapher-clerk; **H. J. Jenkins**, signal maintainer; **R. G. Jennings**, locomotive engineer; **E. O. Langston**, asst. track foreman; **R. O. Little**, agent-telegrapher; **S. A. Lobdell**, conductor; **C. R. Ludwig**, yardman; **H. B. Martin**, locomotive engineer; **A. Martinez**, asst. foreman; **J. E. Patterson**, conductor; **J. A. Pennington**, locomotive engineer; **J. Peralez**, laborer; **B. W. Rhodes**, electrician; **A. Robles**, foreman; **J. P. Seaborn**, rate clerk; **O. Shepard**, truck driver; **C. S. Stiegler**, engine foreman; **F. K. Stair, A. W. Toman** and **L. C. Trigg**, locomotive engineers; **L. C. Vaughan**, conductor; **T. W. Welborn**, clerk; **J. B. White**, track supervisor; **C. Williams** and **H. L. Williams**, switchmen.

SAN JOAQUIN DIVISION: R. W. Adams, foreman; **D. M. Ayer**, chief timekeeper; **V. F. Comstock**, switchman; **I. M. Decker**, locomotive engineer; **W. E. Dimmer**, investigator; **R. G. Eckhardt**, machinist; **T. Espalin**, truck driver; **W. L. Fouts**, conductor; **E. H. Fink, C. E. Forsman** and **F. R. Franchi**, locomotive engineers; **C. Graham** and **W. N. Haydock Jr.**, conductors; **D. L. Hales**, carman; **C. C. Henrich**, mechanic; **J. T. Hidalgo**, foreman; **B. J. Hollender**, clerk; **H. L. Jones**, foreman; **H. W. Joyner Jr.**, mechanic; **R. E. Kauk** and **S. C. MacDonald**, locomotive engineers; **G. R. Knittel**, conductor; **J. W. McCarroll**, carpenter; **J. T. McDonald**, foreman; **R. C. McPherson**, conductor; **J. L. Montel**, locomotive engineer; **T. J. Oaks**, switchman; **T. A. Painter**, foreman; **A. L. Palmer**, conductor; **L. R. Parker** and **W. M. Pattison**, locomotive engineers; **T. J. Ritchie**, signalman; **F. C. Rodgers**, machinist; **J. H. Ross Sr.**, locomotive engineer; **W. J. Shallies**, signal maintainer; **G. K. Stecker**, foreman; **W. H. Treleaven**, conductor; **T. Willoughey** and **W. E. Wilson**, clerks.

TUCSON DIVISION: A. Adams, agent-telegrapher; **L. O. Alexander**, janitor; **J. E. Anderson**, locomotive engineer; **M. D. Ashley**, conductor; **A. M. Baty**, foreman; **O. C. Bair**, engine foreman; **A. B. Bautista**, supplyman; **G. W. Blair**, machine operator; **W. L. Bogle**, foreman; **G. R. Booton**, switchman; **C. D. Boyd**, conductor; **J. F. Brandon**, inspector; **R. G. Binnion, J. B. Booth, O. L. Bradford** and **B. F. Camp**, locomotive engineers; **R. L. Broulliet, W. E. Brubaker, J. J. Carter, H. W. Clark Jr., L. F. Corbet** and **B. T. Dingwell**, conductors; **S. Cantu**, machine operator; **A. H. Chapman**, inspector; **P. Gallegos**, laborer; **I. E. Gonzalez**, coach cleaner; **H. Gregory**, carpenter; **E. L. Hart**, conductor; **R. L. Hernandez**, laborer; **C. B. Hodge**, mechanic; **M. T. Huff** and **E. M. Hulsey**, conductors; **T. P. Holder** and **J. T. Jones**, locomotive engineers; **D. C. Johnson**, machine operator; **C. K. King** and **R. B. King**, conductors; **N. H. Kinney**, laborer; **E. B. Kirkpatrick**, foreman; **R. A. Lewis**, conductor; **R. M. McNamee, J. F. Moore** and **H. J. MacKenzie**, locomotive engineers; **L. K. Marker**, brakeman; **I. Martinez**, truck driver; **T. S. Merritt**, machinist; **G. Natividad**, inspector; **T. Padilla**, supplyman; **R. W. Parker**, locomotive engineer; **W. W. Peterson**, mechanic; **J. N. Pino**, secretary; **R. Pinon**, welder; **L. R. Ruchlewicz**, clerk; **J. A. Ratliff, G. A. Sammons** and **J. B. Sanders**, locomotive engineers; **E. Sandoval**, welder helper; **W. L. Schwartz**, gen. yardmaster; **F. W. Sherwood**, switchman; **J. A. Thomason**, locomotive engineer; **N. W. Smith, J. R. Stewart** and **J. O. Van Orsdol**, conductors; **B. T. Vasquez** and **N. L. Wagner**, laborers; **H. Wagner**, machinist; **W. E. Wahlen**, sheetmetal worker; **W. V. Wright**, conductor; **W. E. Yarbrough**, locomotive engineer; **R. Zambrado**, fuel oil attendant; **P. Ziede**, conductor; **E. Zimmerman**, carman.

WESTERN DIVISION: A. B. Alquist, switchman; **C. W. Altamirano**, laborer; **M. M. Andrade**, clerk; **C. M. Antonovich**, pipefitter; **C. M. Appleton**, B&B foreman; **H. A. Anderson** and **P. Arieta**, carmen; **L. Y. Baptiste**, machine operator; **D. C. Barber**, steno-clerk; **E. K. Bartmess** and **S. W. Bell**, locomotive engineers; **B. Blanton**, laborer; **O. B. Breazeale**, coach cleaner; **W. R. Bridges**, foreman; **R. E. Brough**, clerk; **E. D. Brown**, foreman; **H. A. Bullard** and **O. D. Burpee**, car inspectors; **J. J. Burkes**, lounge car attendant; **W. C. Caldwell** and **D. W. Cocanour**, switchmen; **E. C. Castro**, carman; **W. A. Chestnut, R. C. Collins** and **F. E. Cook**, foremen; **H. A. Crespo**, laborer; **G. W. Crouch**, locomotive engineer; **C. W. Culbertson**, carman; **N. O. DeLong**, foreman; **L. W. Devine**, conductor; **C. P. DeWitt**, asst. signal supervisor; **C. J. Drais**, locomotive engineer; **R. T. Duffy**, foreman; **J. F. England** and **J. Estruth**, switchman; **J. C. Feazell**, coach cleaner; **R. L. Fine**, yardmaster; **C. C. Fisher**, conductor; **B. M. Fitzgerald**, clerk; **W. F. Gadbut**, yardmaster; **T. J. Geagan**, switchman; **R. C. Gebhart**, conductor; **C. E. Ginn**, and **J. V. Glenn**, locomotive engineers; **J. C. Givens**, asst. head switching clerk; **R. F. Grassl**, B&B foreman; **G. A. Gunderson**, switchman; **J. S. Harding**, train attendant; **C. R. Harris**, locomotive engineer; **E. E. Harris** and **G. C. Heick**, conductors; **J. E. Henderson**, instrumentman; **M. Hernandez** and **H. J. Hithe**, laborers; **L. G. Holland** and **F. W. Horton**, switchmen; **R. L. Jeffers**, asst. DTR; **W. J. Johnston**, electrician; **G. M. Jordan**, messenger; **J. H. Kemp**, supplyman; **E. J. Kendrick**, clerk; **F. H. Labarthe**, clerk; **G. A. Lachaux**, waiter; **A. G. Laurinas**, clerk; **R. E. Leggitt**, asst. yardmaster; **A. E. Lemke**, car inspector; **R. L. Lietz**, locomotive engineer; **W. R. Lombardi**, machinist; **T. Magri**, electrician helper; **J. F. Massey**, switchman; **F. Mellelo Jr.**, conductor; **E. V. Morgan**, clerk; **J. R. Morrison** and **B. T. Munk**, switchmen; **J. J. Moy**, electrician; **M. L. Murray**, machinist; **C. R. O'Donnell**, foreman; **E. L. O'Donnell**, asst. term. supt.; **J. J. O'Keefe**, asst. to div. engr.-track; **C. H. Oldwine**, train attendant; **J. R. Paine** and **T. T. Parker**, foremen; **V. M. Radford**, signal maintainer; **J. H. Raue, S. C. Reeves** and **M. A. Robin**, switchmen; **H. L. Rogers**, and **R. W. Rouse**, car inspectors; **M. F. Rutherford**, painter; **R. B. Ryder**, conductor; **W. J. Rolx**, and **T. W. Savelle**, locomotive engineers; **H. J. Sicotte**, car inspector; **T. A. Salvo**, switchman; **B. N. Slade**, carpenter; **C. Souza**, car inspector; **L. J. Sunday**, carman; **J. H. Swain**, signal maintainer; **L. W. Tate**, train attendant; **N. M. Tisue**, engine foreman; **L. Vauters** and **L. Woods**, coach cleaners; **J. R. Vierra**, carman; **H. A. Wamsley** and **L. J. Wubben**, locomotive engineers; **G. H. Weaver** and **H. E. Wilcox**, conductors; **F. L. Wheeler**, chief clerk; **F. E. Whitney**, asst. chief clerk; **W. B. Wilson**, switchman.

OTHERS: J. J. Andrew, supt., Raymer Auto Transport, PMT; **O. A. Brasher**, manager-communications traffic supervisor, Chicago; **L. W. Garrison**, supt., LAUPT; **J. Heyer**, principal asst. dist. forester, SP Land Co., Grass Valley; **W. E. Hokenson**, traf. rep., PMT, Los Angeles; **C. F. Martinson**, chief clerk, Traffic, Spokane; **F. E. Pitts**, dist. traf. rep., North Little Rock; **J. G. Wallace**, mail handler, LAUPT; **R. R. Gard**, brakeman, **H. E. Haapajoki** and **F. A. Recagno**, locomotive engineers, all of NWP.

At a first aid class in Tucson, Junior Engineer W. W. (Bill) Barker demonstrates how to tie a sling. His subject is Mrs. Bea Barnett, chief draftsperson. Barker regularly conducts first aid courses for employes on the division.

Deaths...

DALLAS DIVISION: Pensioners: **H. O. Abbott**, asst. master car repairer; **T. A. Barber**, extra gang foreman; **S. R. Montoya**, laborer; **S. K. Pace**, and **J. W. Purcell**, locomotive engineers; **C. E. Thompson**, yardmaster.

GENERAL OFFICE, SAN FRANCISCO: K. A. Ketterer, sr. rate clerk; **E. H. Lippi**, sr. agent account clerk. Pensioners: **F. C. Bailey**, bill clerk, Disbursements; **F. Dunleavy**, contract agent, Engineering; **A. W. Flanagan**, supt. of telegraph; **M. J. Glennon**, bank messenger-clerk, Hospital; **L. E. Hammond**, asst. chief clerk, Misc. Accounts; **G. B. Hirsch**, secy. to advertising mgr.; **C. T. Hughes**, chief clerk, Disbursements; **I. R. Jarman**, chief clerk, Dist. Pass. Office; **F. Pepper**, chief clerk, Paycheck Bureau; **F. S. Sekara**, asst. head file clerk, Law; **M. J. Stribley**, steno clerk, Revenue Accts.

HOUSTON DIVISION AND REPAIR PLANTS: Pensioners: **J. C. Allen**, electrician; **H. J. Becker**, diesel foreman; **H. L. Cooper**, machinist helper; **M. M. Davis**, conductor; **E. S. Demint**, DF&PA; **B. E. DeMoss**, yardman; **J. W. Ditta** and **B. D. Flor**, machinists; **M. L. Hall**, car inspector; **A. Jordan**, laborer; **E. C. LeGros**, clerk; **M. F. McNamara**, gen. claim agent; **J. C. Martinez**, carman; **J. F. Navarro**, chief clerk; **W. D. Portis**, laborer; **D. R. Prince**, supt. of safety; **P. L. Prince**, laborer; **J. J. Rincon**, gang boss; **J. St. Clair**, sec. foreman; **G. W. Segrest**, agent-telegrapher; **S. Silva**, laborer; **S. R. Terry**, car inspector; **F. W. Uhl**, sec. foreman; **S. M. Walkinshaw**, gen. foreman; **N. Washington**, boilermaker helper; **S. L. Watson**, sergeant; **L. H. Wilkins**, supervisor-operating.

LAFAYETTE DIVISION: Pensioners: **S. A. Mire**, telegrapher-clerk; **L. D. Pego**, foreman.

LOS ANGELES DIVISION AND REPAIR PLANTS: B. J. Bruce, locomotive engineer; **R. O. Hale**, clerk; **R. F. Jasper**, conductor; **M. D. Parrino**, car inspector; **J. H. Sloane**, switchman; **E. C. Towler**, locomotive engineer; **N. C. Tullke**, machinist; **D. Wilkie**, conductor. Pensioners: **R. C. Adams**, signalman; **I. C. Arko**, fireman; **K. J. Bordelon**, engineer; **J. B. Borich**, boilermaker; **G. T. Brown**, DF&PA; **O. L. Brunson**, car inspector; **G. L. Buckingham**, asst. chief train dispatcher; **W. B. Castle**, carpenter; **H. F. Christopher**, operator; **R. W. Cooper**, fireman; **R. P. Fansett**, ADF&PA; **E. A. Grove**, clerk; **G. C. Hanna**, switchman; **B. F. Hartley** and **E. J. A. Hasenyager**, clerks; **H. D. Hines**, foreman; **H. W. Hofele** and **G. F. Huffine**, machinists; **S. Hughes**, coach cleaner; **M. R. Jimenez**, sheet metal worker; **C. F. Kemp**, inspector; **W. A. Leach**, carpenter; **H. M. Longmuir**, mechanic; **A. J. McHugh**, machinist; **W. D. Matthews**, laborer; **W. Matuskiwiz**, locomotive engineer; **C. Miller**, laborer; **K. P. Miller**, conductor; **J. C. O'Leary**, clerk; **H. M. Penn**, waiter; **H. D. Pinkston**, cook; **R. Ramirez**, delivery man; **E. V. Roe**, welder-helper; **I. Shenefield**, bonder-welder; **M. L. Soto**, machinist; **D. L. Taylor**, carpenter; **R. Tremmell**, lounge car attendant; **C. E. Udell**, locomotive engineer; **O. A. Vleerick**, motorman; **G. Weatherby**, leader; **J. Wicker**, lounge car attendant; **H. A. Williams**, telegrapher-clk.-towerman; **J. A. Woody**, switchman; **A. Zahradnik**, machinist.

Friend to Youth

Honored recently by Concerned Teens for his many activities on behalf of young people was J. L. Bart, center, public relations manager at Houston, a founding director of the teenage organization. Here he is congratulated by F. G. Evans, III, left, Assoc. Justice, First Court of Civil Appeals, Houston, and W. H. Miller, Judge of Juvenile Court No. 2, Harris County, both founders of Concerned Teens.

OREGON DIVISION: D. L. Andreason, yardmaster; **R. A. Barnwell**, conductor; **J. D. Ison**, switchman; **L. R. Johnson**, B&B foreman; **L. B. Ramse**, carman; **G. R. Smith**, conductor. Pensioners: **O. D. Adams**, locomotive engineer; **H. W. Bates**, clerk; **S. W. Bentley**, traveling auditor; **L. C. Bond**, conductor; **L. W. Campbell**, train dispatcher; **R. Clearwater**, clerk; **R. F. Cronkhite**, foreman; **L. M. Dyer**, sec. foreman; **O. A. England**, lineman; **R. H. Gillette**, machinist; **W. A. Grant**, clerk; **N. M. Hallock**, brakeman; **L. D. Harvey**, asst. B&B supervisor; **P. J. Heinrichs**, carman; **W. W. Henderson**, watchman; **C. W. Holloway**, machine operator; **C. Jessup**, agent-telegrapher; **L. J. MacDonald**, machinist; **R. L. Parsons** and **T. W. Pickthall**, brakemen; **G. A. Rogers**, carpenter; **N. L. Russell**, machinist; **C. L. White**, laborer; **F. E. Wilkes**, yardmaster.

SACRAMENTO DIVISION AND REPAIR PLANTS: E. R. Baker, clerk; **T. M. Baker**, electrician; **J. L. Hellinge**, sheet metal worker; **L. S. Honey**, carman; **C. E. Judd**, boilermaker; **F. E. Sewell** and **R. A. Tyla**, carmen. Pensioners: **J. C. Albuquerque**, painter-helper; **G. Anderson**, blacksmith; **P. Bertolani**, molder; **C. Bialas**, carman; **W. F. Call**, brakeman; **H. H. Cardon, W. H. Chartier, G. W. Cleveland** and **J. B. Devine**, locomotive engineers; **R. A. Carrillo**, asst. foreman; **G. P. Clarke**, towerman; **J. R. Covington**, claims clerk; **Albert E. Ely**, foreman; **J. C. Fuentez**, machinist helper; **G. D. Graham**, foreman; **G. M. Hanson**, switchman; **A. M. Hunter**, locomotive engineer; **W. R. Hunter**, mechanic; **T. Johnson**, machinist; **L. N. King**, locomotive engineer; **W. E. Kirley**, car inspector; **J. Klasnik**, molder-helper; **G. F. McCormack**, asst. div. engineer; **M. J. Machado**, foreman; **S. F. Matul**, electrician; **J. A. Mentzen** and **E. J. Moseley**, carmen; **E. L. Midlam**, truck driver; **F. L. Murray**, yard foreman; **G. W. Myers**, blacksmith helper; **R. Noone**, stevedoreloader; **J. Oates**, electrician; **I. M. Petersen**, signal maintainer; **L. B. Pino**, asst. gen. yardmaster; **D. E. Pressnell**, locomotive engineer; **D. F. Purin**, carman; **L. H. Redmond**, signal foreman; **I. S. Ruth**, asst. chief train dispatcher; **W. K. Seidts**, pipefitter; **M. G. Simonsen**, sheet metal worker; **H. E. Strouse**, machinist foreman; **T. L. Sullivan** and **C. A. Udy, Jr.**, carmen; **G. Valente** and **J. J. Weselka**, laborers; **F. H. Wales**, conductor; **B. G. Williams**, switchman; **W. J. Wilson**, carman.

SAN ANTONIO DIVISION: Pensioners: **L. D. Alexander**, conductor; **L. E. Billings**, track supervisor; **J. B. Brooks**, chief clerk; **H. N. Chambers**, locomotive engineer; **T. Flores**, motor car operator; **G. D. Gonzalez**, laborer; **E. L. Groves**, telegrapher-clerk; **M. G. Gutierrez**, stevedore; **B. L. Hicks**, DF&PA; **L. Martinez**, laborer; **H. M. Mills**, locomotive engineer; **S. Minjares**, stevedore; **G. D. Sample**, asst. master mechanic; **J. W. Sanders**, locomotive engineer; **M. E. Spillers** and **A. G. Trinkle**, foremen; **H. H. Wehner**, locomotive engineer; **D. G. Williams**, conductor.

SAN JOAQUIN DIVISION: H. A. Johannes, locomotive engineer; **W. L. Leonard**, brakeman. Pensioners: **R. G. Benson**, instrumentman-signal; **B. A. J. Calhoun** and **N. B. Cooper**, locomotive engineers; **T. A. Purcell**, conductor; **D. L. Rogers**, agent-telegrapher; **R. P. Rothstein**, crane operator; **D. W. Webb**, clerk.

TUCSON DIVISION: C. B. Berry, porter; **J. C. Boulter**, conductor; **W. E. Hill**, mechanic; **M. H. Jorgenson**, locomotive engineer; **G. C. Lott**, laborer; **D. E. Short**, brakeman. Pensioners: **G. T. Andrews** and **A. T. Ash**, conductors; **C. D. Aull**, roundhouse foreman; **L. V. Botz**, and **D. H. Cole**, carpenters; **J. G. Esparza**, blacksmith; **N. M. Espinoza**, laborer; **J. T. Everett**, extra gang foreman; **J. C. Givens**, porter; **W. H. Henderson**, switchman; **H. R. Holcomb** and **C. L. Laird**, locomotive engineers; **L. Hughes**, section stockman; **D. I. Livingston**, fireman; **J. C. Lopez**, blacksmith helper; **A. Martinez**, motor truck operator; **J. R. Olivas**, sheetmetal worker; **H. E. Patton**, switchman; **L. Penn**, asst. chief clerk; **F. E. Pressley**, locomotive engineer; **J. M. Ramirez**, laborer; **A. T. Reyes**, carman; **D. E. Short**, conductor; **W. A. Stevens**, signalman; **A. Torres**, laborer; **J. H. Walker**, agent; **B. B. Wilson**, locomotive engineer; **T. J. Wingo**, scale inspector.

WESTERN DIVISION: A. Forni, track foreman; **L. W. Gillespie**, rate clerk; **C. J. Hackney**, switchman; **R. E. Humphrey**, conductor; **G. H. Larkins**, train clerk. Pensioners: **R. R. Adams**, switchman; **H. Agbuye**, carman; **V. Ayala**, asst. foreman; **E. E. Bacher**, inspector; **J. A. Bonnel**, conductor; **S. M. Brown**, coach cleaner; **J. V. Carlson**, B&B foreman; **F. Del Sarto**, machinist helper; **D. E. Donald**, ticket clerk; **D. W. Draper**, inspector; **H. H. Dufty**, conductor; **J. S. Evans**, mail & baggage handler; **J. G. Finch**, conductor; **E. H. Farrar** and **L. Freeman**, carmen; **J. S. Freitas**, presser; **J. J. Garbene** and **B. Goss**, conductors; **C. W. Gibson**, laborer; **R. M. Golphin**, coach cleaner; **R. Grigg**, yardman; **S. L. Hannig**, sheetmetal worker; **J. H. Harris** and **L. Himiniz**, laborers; **A. A. Herrera**, car inspector; **F. W. Huff**, porter; **V. K. Jones**, commissary agent; **L. P. Kranovich**, car inspector; **R. J. MacDonald**, passenger director; **A. Martinez**, laborer; **O. A. Matkovsky**, electrician; **O. A. May**, agent-telegrapher; **J. T. Miller**, machinist; **G. V. Musser**, conductor; **R. A. Myrick**, signalman; **L. F. Ozenne**, mail handler; **P. Pagonis**, car inspector; **H. D. Pinney**, claims clerk; **W. S. Priest**, telegrapher; **F. Rodrigs**, conductor; **M. J. Rodriguez**, coach cleaner; **A. V. Romero**, station cleaner; **C. C. Sanchez**, water service helper; **A. D. Sherman** and **P. Sinclair**, clerks; **C. W. Smith**, chief clerk; **L. A. Snyder**, yardman; **E. C. Soles**, switchman; **W. H. Stephens**, carman; **J. L. Stewart**, machinist; **H. Taylor**, boilermaker helper; **H. Toppins**, yard cleaner; **B. A. Vail**, coach cleaner; **F. X. Wieland**, water service mechanic.

OTHERS: S. Acobelli, track patrolman, Harbor Belt Line; **W. S. Houston**, DFA, Pittsburgh; **P. O. Lakken**, shovel engineer and **G. Meschi**, welder helper, MofW Shops, West Oakland; **M. O. Lamb**, checker, Portland Traction Co.; **E. M. Pier**, nurse, T&L Hospital Assn.; **S. Haynes**, baggage & mail handler and **H. A. Ludolph**, asst. cashier & clerk, LAUPT; **J. F. Schober**, secretary and **J. N. Sullivan**, city ticket agent, New York; **D. Estrada**, laborer, **J. M. Valenzuela**, trackwalker and **T. A. Whaley**, boilermaker, SD&AE.

NORTHWESTERN PACIFIC: F. F. Bernesque, carpenter; **M. J. Christopher**, locomotive engineer; **D. Gore**, machinist; **E. Jiminez**, section foreman; **D. W. King**, agent; **R. M. Squires**, brakeman; **H. N. Stanley**, car inspector; **A. Taylor**, car repairman; **A. T. Tullos**, water service mechanic.

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1,000th Student At Our 'Academy'

A THIRD GENERATION railroader from Houston recently became the 1,000th student to complete the three-week course at SP's Cerritos, Calif., Engine Service Training Center, our "academy" for locomotive engineers.

Shelby (Pat) Evers, III, 29, finished the course on September 20. Then he returned to his home division and passed a required oral exam. Now he is a full-fledged engineer.

Before qualifying for the E.S.T.C., Evers received basic instruction on his home division. That included both formal "pre-simulator" training and practical experience aboard a locomotive.

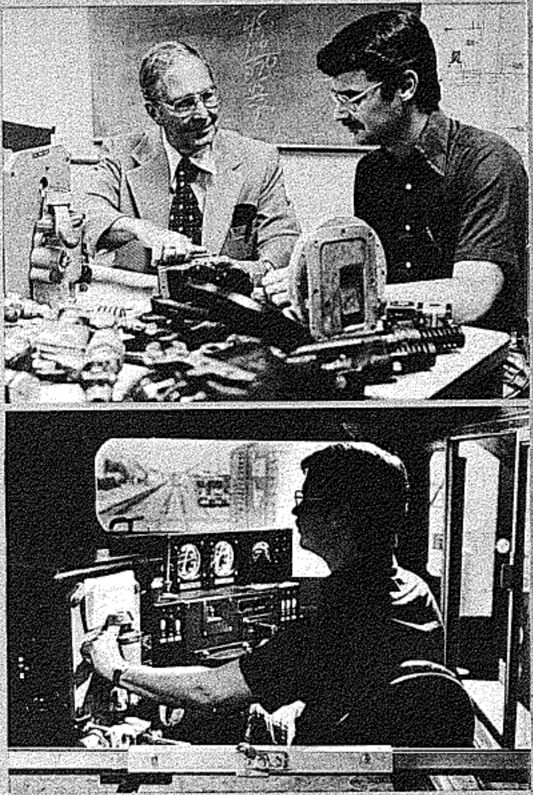
The E.S.T.C. provides an advanced, 122-hour course combining classroom work with intensive training on SP's $1 million locomotive simulator.

"It's a fantastic school," Pat says, "I feel that I received outstanding preparation for the work I'll be doing."

Pat's grandfather served 40 years as an SP switchman, and his father is currently working as a switchman at Houston. Pat also worked in the same craft while attending Lamar University, where he majored in biology.

After a four-year stint in the Navy, he tried teaching for awhile but decided to return to the "family business." He became a fireman on September 9, 1974.

"Operating a locomotive," he says, "is by far the most challenging and rewarding job I've ever had."



ABOVE: Dale L. Culbertson, left, manager of engine service training, explains function of various locomotive parts to Shelby P. Evers, III, a member of the SP Training Center's 220th class. **RIGHT:** Evers operates controls of locomotive simulator.

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